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Tuesday, March 30, 1976
Chaitra 10, 1898 (Saka)

LOK SABHA DEBATES

(Sixteenth Session)

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LOK SABHA

Tuesday, March 30, 1976/*Chaitra* 10, 1898 (*Saka*)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Installation of Kerosene Treating Unit at Bongaigaon Refinery

*304. SHRI INDRAJIT GUPTA: Will the Minister of PETROLEUM be pleased to state:

(a) whether Government have sanctioned installation of kerosene treating unit at the Bongaigaon refinery-cum-petro-chemicals complex;

(b) if so, the salient features thereof; and

(c) how much money Government have sanctioned for this project in the next financial year?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) Yes, Sir.

(b) The Kerosene Treating Unit will have an installed feedstock capacity of 2.30 lakh tonnes per annum. The approved capital investment for the project is Rs. 7.06 crores including a foreign exchange component of Rs. 2.90 crores. The project is to be implemented with Engineers India Limited performing all engineering, maximising indigenous purchase of equipment and materials with a provision of checking of the process design package etc. by M/s Romconsult of Romania. The unit is expected to be commissioned in 1978-79.

(c) Rs. 2 crores has been proposed for this project in the Budget Estimates 1976-77.

SHRI INDRAJIT GUPTA: Some apprehensions have been expressed in various economic journals and so on to the effort that the commissioning of the different units of the Bongaigaon Refinery is not likely to be coordinated in such a way that by the time the crude distillation unit is ready, the kerosene or the coker unit would also be ready so that the crude after refining can be used. I would like to know from the hon. Minister the time schedule for construction for the kerosene treating unit, for the crude distillation plant and also the coker unit.

SHRI K. D. MALAVIYA: There is no doubt that the construction work of the various distillation units of the Bongaigaon refinery has been somewhat delayed. But I have been assured by the chief who has undertaken this job that all the various units will more or less be started by the scheduled time, as they have just now planned. The processing of these units is expected to start during the year 1978-79.

SHRI INDRAJIT GUPTA: The *Economic Times* of the 5th March says that while the crude distillation unit would be ready by December, 1977, we may not be in a position to utilise it until December, 1978, i.e., one year later, because, as stated in the main reply to the question, the kerosene treating unit will not be ready till 1978-79 and the coker unit will not be ready also until December, 1978, that is why I am asking this question whether there has been some imbalance in the planning of the production schedules so that we are likely to lose one whole valuable year after the crude

distillation unit will be ready and it cannot be utilised because the subsequent processes of the kerosene treating unit and the coker unit will not be ready for another year. Is this true or wrong? If it is substantially true, who and what is responsible for this faulty planning?

SHRI K. D. MALAVIYA: So far as my information goes, it is not substantially true. There will be a time gap between the crude distillation unit and the kerosene treating unit. There may be a few months imbalance because, as I said from the beginning, there have been some difficulties in the planning and availability of proper type of men, but I do not think there is going to be a gap of one year. There may be gap of a few months as I am able to see just now. It will be the effort of the Government and myself to see that this time gap is shortened as far as possible.

Electrification of Railway Tracks to Conserve Foreign Exchange

*307. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose electrification of Railway tracks in a big way to conserve foreign exchange and also foreign dependence on supply of crude; and

(b) if so, the broad outlines of the scheme to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The pace of electrification on the Indian Railways would depend upon the availability of resources and the densities of traffic. Keeping in view the existing constraints of resources and economics of electrification, it appears unlikely that electrification would be undertaken at a scale which would be substantially more than hitherto.

(b) The sections likely to be taken up for electrification are still under consideration of the Government

श्री नीतिराज सिंह चौधरी : अध्यक्ष जी, वर्ल्ड एनर्जी कांफ्रेंस जो 1974 में हुई थी, उसने संसार भर के क्रूड के रिजर्व के बारे में अवगत कराया था। संसार में जितना क्रूड है वह 30 से 50 वर्ष में समाप्त हो जायगा। स्टेटिस्टिकल इंस्टीच्यूट के डा० कीर्थ पारिख ने इस देश में जितना प्रमाणित कोयला है,, उसके आधार पर अनुमान लगाया था। उससे मालूम हुआ कि यह कोयला दो सौ वर्ष तक चलेगा। इस देश में थोरियम और यूरेनियम भी हैं। इन सब के होते हुए जब हम विद्युत उत्पन्न कर सकते हैं और उससे रेलों को चला सकते हैं तो विदेशों को क्रूड के लिए लगातार रुपया क्यों दिया जा रहा है, क्यों नहीं रेलों का विद्युतीकरण किया जाता है?

श्री बूटा सिंह : रेलों के विद्युतीकरण के बारे जो कहा गया, यह बात सही है कि विद्युतीरण से बहुत किफायत होगी, गाड़ियों की रफ्तार बढ़ेगी और माल ढोने में भी फायदा होगा। परन्तु इसके रास्ते में जो सबसे बड़ी चीज आती है वह है पैसे की उपलब्धि। पैसे की कमी की वजह से पांचवें, छट्ठे और सातवें प्लान में जितना विद्युतीकरण करने के बारे में हमने सोचा था, उस गति से, उस रफ्तार से वह नहीं हो पा रहा है। यदि आप आज्ञा दें तो मैं आपसे नम्र निवेदन करना चाहता हूं कि पैसा बहुत कम मिल रहा है। फिफ्थ फाइव इयर प्लान में हमने 120 करोड़ रुपया मांगा था लेकिन पिछले तीन वर्षों में 60 करोड़ रुपया मिला है जो 50 प्रतिशत बनता है?

परन्तु इसी समय में विद्युतीकरण की जो कीमत है, उसकी जो लागत है वह और भी ज्यादा बढ़ चुकी है। इसी कारण से हम अपनी गति को कायम नही रख सके हैं।

श्री नीतिराज सिंह चौधरी : आपने बताया है कि किन सैक्शंस का विद्युतीकरण किया जाए यह विचाराधीन है। कलकत्ता से दिल्ली का बहुत कुछ विद्युतीकरण हो गया है। कलकत्ता से नागपुर का हुआ है। बम्बई से भोसावल का हुआ है। इस सब को देखते हुए क्या यह आशा की जाए कि यह जो बीच का हिस्सा है भोसावल से इलाहाबाद, भोसावल से नागपुर और दिल्ली मद्रास और जो रह गया है इनके काम को पहले ले लिया जाएगा और एक ऐसी जगह केन्द्र बनाया जाएगा जिससे सारा काम एक सिलसिले से बढता जा सके ?

श्री बूटा सिंह : माननीय सदस्य ने जो सुझाव दिया है इसको हम जरूर ध्यान में रखेंगे। परन्तु जिन सैक्शंस पर काम हुआ है, उनके नाम अगर आप आज्ञा दें तो मैं पढ़ दूं। काम अच्छा हो रहा है, यह मैं कह सकता हूं।

श्री डी० एन० तिवारी विद्युतीकरण में कुछ इम्बैलेंस है। बडी लाइनों में हो रहा है लेकिन छोटी लाइनों में अभी उसका नामों-निशान नही है। जो लाइन लखनऊ से अलग जाती है या एन ई आर है या एन एफ आर है यहां कही विद्युतीकरण नही हुआ है। इन सब को कब टेक अप किया जाएगा और क्या कभी देश में बैलेंस लाने की कोशिश की जाएगी ?

श्री बूटा सिंह हमारा प्रयास यह है कि विद्युतीकरण सब से पहले ब्राड गैज लाइनों पर ही हो क्योंकि उन्ही के माध्यम से ज्यादा तर काम होता है। साथ ही हम यह भी चाहते हैं कि जो मीटर गेज है या जो नैरों गेज है उनको ब्राड गेज कर दें ताकि एक यूनिफार्म गेज हो जाए।

SHRI P. VENKATASUBBAIAH: May I know whether the programme of electrification of the railway track between Madras and Vijayawada is going on as per schedule? I also want to know whether sufficient funds are available and when it will be completed?

SHRI BUTA SINGH. The work between Vijaywada and Madras section is going on according to schedule and will be completed within the stipulated period provided the funds are available.

MR. SPEAKFR: What period?

SHRI BUTA SINGH. The funds have already been allocated and the work is progressing.

SHRI P. VENKATASUBBAIAH: It is most unfair. How do you say like that?

MR. SPEAKER: Can you throw some light on this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). On this section, we have taken over the work and is expected to be completed by 1979-80.

SHRI INDRAJIT GUPTA· I want to know which are the important electrification projects which are at present in hand on which construction is proceeding? May I also know whether it is the policy of the Railway Ministry to retrench those railway electrification workers who have worked on this project, as soon as the project is completed? I also want to know whether these workers who have been working for years together—for example, I have in mind the Pans-cum-Haldia line on which the work is completed--are being retrenched in a large number? I also want to know whether the policy is to retrench them or to deploy them on other projects which are also being taken up elsewhere?

SHRI BUTA SINGH: As far as the first part of the question is concerned,

we have taken in hand five projects from Kriandul-Waltair, Tundla-Delhi, Madras-Vijayawada, Madras-Trivelore and Bhusaval-Drug. So far as the question of retrenchment of those casual workers who are employed in a particular project is concerned, it is in the nature of a casual workers' job itself and after the project is completed, they have to go home. But we take sufficient care and give priority to these workers wherever the work is available; and this is a continuous process; it is plan after plan that the electrification work has to go. Sufficient care will be taken to see that the workers are not unnecessarily retrenched.

श्री ओंकार लाल बेरवा : तेल के ऊपर हमारी कितनी विदेशी मुद्रा खर्च होती है और डीजलीकरण और विद्युतीकरण में कितना और क्या अन्तर है ?

श्री बूटा सिंह · यह तो बताया जा सकता है कि कितना तेल खर्च करते है। इसका विवरण अगर चाहे तो एक अलग से प्रश्न कर दें।

श्री ओंकार लाल बेरवा : विदेशी मुद्रा कितनी खर्च होती है यह तो बता ही सकत हैं।

श्री हरि किशोर सिंह : श्री डी० एन० तिवारी के प्रश्न के उत्तर में अभी मंत्री जी ने बताया है कि छोटी लाइनों को हम ब्राड गेज में परिवर्तित कर रहे हैं। इस वास्ते हम उन लाइनों का विद्युतीकरण नहीं कर रहे है। मैं जानना चाहता हू कि विद्युतीकरण के रास्ते में क्या मीटर गेज ओर नैरो गेज कोई टेक्नीकल बाधा डालती है ?

मैं यह भी जानना चाहता हूं कि टुंडला से दिल्ली तक लाइन कब तक कम्प्लीट हो जाएगी, कब तक इसका विद्युतीकरण हो जाएगा ?

श्री बूटा सिंह : प्राथमिकता देने का जहां तक प्रश्न है यह तो आप जानते ही हैं अच्छी तरह से कि कुछ बातों के आधार पर ही प्राथमिकताएं दी जाती हैं और डेंसिटी आफ ट्रेफिक को भी देखा जाता है। जहां तक टुंडला और दिल्ली का जो सैक्शन है उसका ताल्लुक है इसी वर्ष के अन्त तक इसके पूरा हो जाने की आशा है।

Requirement and Production of Hormones

*311. SHRI NANUBHAI N. PATEL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the country's requirement of Hormones and what are the hormones produced in the country;

(b) what steps Government have taken to encourage firms having less than 26 per cent foreign equity to produce hormones; and

(c) when it is expected to break the monopoly of foreign firms in this field?

THE DEPUTY MINISTER IN THE MINISTRY CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI): (a) Data regarding country's requirement of steroids and Hormones and their production is contained in Annexure I to Chapter II of the Report of the Committee on Drugs and Pharmaceutical Industry. A copy of this Report was 8laid on the Table of the House on 8-5 75.

(b) and (c). Two Indian companies are licensed to produce different types of hormones and steroids in the country. One more company has been given a letter of intent for some items falling under this category of products. Assistance is also being accorded to Indian Sector for procurement of necessary technology from abroad. The technology for the manufacture of hormones and steroids is of highly sophisticated nature. The Indian sector of the Industry is however given preference in approval of manufacturing schemes.

SHRI NANUBHAI N. PATEL: I would like to know whether it is a fact that M/s. CIBA, Johnwidde, Organon, Glaxo and other foreign firms are doing a lot of mischief and whether a lot of complaints have been received by him for hormones manufacture in our country and, if so, how many complaints have been received and what action has been taken. Is it also not a fact that with an investment of about Rs. 40 lakhs, they are making Rs. 1600 lakhs?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): We are not aware of any complaint having been received about the manufacture of these items by the foreign manufacturers. If the hon. Member has any specific complaint and if he gives it to me, I would certainly look into it.

SHRI NANUBHAI N. PATEL: Is it not a fact that they are making a lot of money out of this? You have not replied to that.

SHRI P. C SETHI. The prices of the hormones are regulated according to the BICP formula, which goes into the cost of production and then allows the price. Therefore, there is hardly any scope to concede that they are making a lot of money.

SHRI NANUBHAI N PATEL: Will the Government agree to make a costing of hormones in a time-bound programme in fifteen days and reduce the prices of 500 formulations in one month's time, and if not, why not?

SHRI P. C. SETHI: I have not followed the question.

SHRI K. S. CHAVDA: Messrs. John Wyeth smuggled hormones into our country in 1972-73 to the extent of Rs. 2 crores and when this was brought to the notice of the Minister of Petroleum & Chemicals, the concerned officer was transferred by the firm. May I know whether the Government will black-list this firm and put the concerned officer behind bars under the MISA or under the Foreign Exchange Regulation and Prevention of Smuggling Activities Act?

MR. SPEAKER: This is a suggestion for action?

SHRI K. S. CHAVDA: No, I have asked for information.

MR. SPEAKER: All right: you can answer the smuggling part of it.

SHRI P. C. SETHI: As the Hon. Member has himself mentioned, this was somewhere in 1973. I will have to look into the whole record.

Introduction of Fast Trains

+

*312. SHRI JAGANNATH MISHRA:
SHRI PRABODH CHANDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have been urged to introduce fast trains for the masses; and

(b) if so, whether there is any proposal to introduce fastest suburban trains for commuters in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes, Sir.

(b) No, Sir However, speeding up of Suburban trains is a continuous process.

श्री जगन्नाथ मिश्र : मंत्री महोदय के जबाव मे मैं हां और न के चक्कर में पड गया हूं और अपने को इस मे उबारने के लिए क्या मैं जान सकता हूं कि क्या रेलवे में कोई ऐसी संस्था है, जो ट्रैक के विकास, आधुनिकीकरण और उस को मजबूत करने तथा लोकोमोटिव के विकास का काम करती है, यदि हां, तो उस का क्या नाम है, वह कहां स्थित है और उस

की क्या उपलब्धियां हैं ? क्या मंत्री महोदय को इस बात की जानकारी है कि एक किलोमीटर ट्रैक को मजबूत करने पर कितना खर्च आता है ?

श्री मुहम्मद शफ़ी कुरेशी : रेलवे बोर्ड में एक मेम्बर (मैकेनिकल) हैं। इस काम के लिए एक पूरा महकमा है। आर० डी० एस० ओ० हमारे यहां ट्रैक, स्पीड और एफिशेंसी को देखता है। जहां तक ट्रैक के माडर्नाईजेशन का ताल्लुक है, एक किलोमीटर ट्रैक के इलैक्ट्रिफिकेशन पर 13 लाख रूपया खर्च होता है। अगर नया ट्रैक बनाना है, तो उसका खर्च रेन पर डिपेंड करता है। इस बारे में एक बाकायदा महकमा मौजूद है, जो इन बातों को देखता रहता है।

श्री जगन्नाथ मिश्र : मंत्री महोदय के जवाब से यह बिलकुल स्पष्ट होता है कि रेलवेज ट्रैक को मजबूत कर के गाड़ियों की गति को बढाना चाहती है। मैं यह जानना चाहता हूं कि गाड़ियों की गति को बढाने से रेलवेज और आम पब्लिक को क्या फायदे हो सकते है।

श्री मुहम्मद शफ़ी कुरेशी : जैसा कि मिनिस्टर साहब ने अपनी बजट-स्पीच में कहा है, रेलवेज की पालिसी यह है कि हमारे मुल्क में एक ही गेज हो। इस वक्त हमारे यहां तीन किस्म के गेज हैं जिन से स्पीड में कमी होती है और ट्रांसशिपमेंट के पायंट्स बढ जाते है। हमारी कोशिश यह है कि छोटा गेज का कनवर्शन किया जाये, वहां ट्रैक की मजबूती के साथ सिगनलिंग और कम्युनिकेशन को मजबूत कर के स्पीड को बढा दिया जाये। यह तो एक कान्टीन्युअस प्रासेस है।

SHRI PRABODH CHANDRA: May I know from the Government, if fast trains or express or mail trains can run with greater speed on the same track, what is the reason that those trains which are not express or mail trains cannot run with the same speed on the same track?

SHRI MOHD. SHAFI QURESHI: It depends upon the haulage capacity, whether it is diesel traction or electric traction or steam traction; then there is the question of gauge; there is also the question of track. Wherever the track has been strengthened, we have gone upto a speed of 130 kms. which is a big jump forward.

SHRI PRABODH CHANDRA: My question was this. Mail or express trains run with greater speed on the same track, while the trains which are not called mail or express trains cannot run with the same speed on the same track. What is the reason?

SHRI MOHD. SHAFI QURESHI: Because the haulage is done by steam locomotives. With diesel, the speeds are higher.

श्री राम रतन शर्मा : रेलवे मंत्रालय की नीति आजकल में ज्यादा तेज ट्रेनें चलाने की है। मैं मंत्री महोदय से यह जानना चाहता हूं कि क्या झांसी से बांदा और मानिकपुर होते हुए बनारस तक कोई तेज ट्रेन चलाने की निकट भविष्य में कोई योजना है।

श्री मुहम्मद शफी कुरेशी : आनरेबल मेम्बर की ख्वाहिश तेज रफ्तार की गाड़ी की है। अगर वहां गाड़ी चल सकती है, तो मैं देख लूंगा।

SHRI DINESH CHANDRA GOSWAMI: The Government's policy of introducing fast trains has been confined to the metropolitan cities of this country. But the real difficulty is faced by the people in the far-flung areas. May I know whether Government has any proposal to introduce fast trains to the far-flung areas and connect them with the metropolitan cities?

SHRI MOHD. SHAFI QURESHI: The policy is to connect the Capitals of the

States with the Capital of the country. For that, the track is to be laid and track-modernisation is to be taken up. As and when this is completed, naturally, there will be direct trains from the State Capitals to the Capital of the country.

Curtailment in Working Expenses

*313. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have intensified their efforts to ensure curtailment in working expenses; and

(b) if so, the steps taken and results achieved during the last year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b).

एक विवरण सदन के सभा पटल पर रखा जा रहा है।

Statement

(a) Yes, Sir.

(b) The Railways are deeply concerned about the increase in their working expenses in the recent years and have been adopting a variety of measures for effecting economy therein. These measures, among other things, include strict control over spurt in staff strength, planned introduction of diesel and electric traction, mechanisation and expansion of important yards to maximise throughput, welding of rail joints to minimise wear and tear and to reduce maintenance, substitution of imported items by indigenous items, computerisation of B.G. wagon movement to secure better utilisation of wagons and control over trip ration of fuel etc. Besides these measures, steps have also been taken to speed up the throughput of wagons in yards and repairs to damaged rolling stock and to put the railway assets to more intensive and profitable use.

In response to Prime Minister's appeal for austerity and economy in expenditure, further concrete steps have been taken to curtail working expenses. These steps are:—

(i) A ten percent cut on travelling and daily allowances.

(ii) A sharp reduction in the holding of conferences and seminars.

(iii) A ten percent cut on contingencies and maximum economy in the use of papers, stationary, furniture and office equipment and the use of staff cars, telephone etc.

(iv) Strict watch on productive utilisation of ballast trains.

(v) Reduction of coal consumption by reducing engine lighting up and waiting time and avoiding detentions to trains enroute, short of terminals and in marshalling yards.

(vi) A drive has been instituted to dispose of scrap materials, cinder and ashes.

(vii) Crash work studies have been ordered to achieve economy in various fields of Administration, operation & maintenance.

As a result of these various economy measures there was an overall saving of Rs. 55.27 crores in the working expenses of the Zonal Railways during 1974-75.

श्री हरि सिंह : 1974-75 में रेलवे में काम करने वाले सभी उच्चाधिकारियों और अधिकारियों को अपग्रेड कर के उन के वेतनमान बढ़ा दिये गये थे। मैं यह जानना चाहता हूं कि इस से रेलवे के फंड पर क्या प्रभाव पड़ा। क्या सरकार के सामने कोई ऐसी योजना है कि जिन अफ़सरों की तनख्वाह में नाजायज रूप से बढ़ोत्तरी कर दी गई है, उन की तनख्वाह को कम कर के रेलवे में इकानोमी लाई जाये?

श्री बूटा सिंह : यह सही है कि क्लास वन और क्लास टू में पदोन्नति अपग्रेडेशन हुई है। अभी क्लास थ्री और क्लास फोर के बारे में फैसला नहीं हुआ है। वह प्रश्न अभी विचाराधीन है और शीघ्र ही उस का फैसला होने वाला है। इस बारे में सूचना बजट पेपर्ज में दी जा चुकी है कि कितना अधिक पैसा खर्च हुआ है।

श्री हरि सिंह : सारे हिन्दुस्तान में कोयले की चोरी से रेलवेज को लाखों रुपये का नुकसान होता है। क्या ऐसी कोई स्पेसिफिक योजना बनाई जायेगी, जिस के अन्तर्गत कोयले की चोरी को रोका जाये और इकानोमी मेजर्ज को टाइट किया जाये, ताकि रेलवे को फायदा हो ?

श्री बूटा सिंह : ऐसी और इस से भी ज्यादा सख्त, प्रबन्ध किये जा चुके है, जिस की वजह से रेलवे ने पिछले साल कोई 55 करोड़ रुपये की बचत की है। यह एक ऐसी बात है, जिस पर हम गर्व कर सकते हैं।

श्री नाथूराम अहिरवार : क्या यह सही है कि जहां क्लास वन और क्लास टू के अफसरों की विशेष पदोन्नति की गई है, वहां क्लास थ्री और क्लास फोर के कर्मचारियों को घटाया गया है, उन की छटनी की गई है, जिस के कारण रेलवे को 55 करोड़ रुपये का फायदा हुआ है ?

रेल मंत्री (श्री कमलापति त्रिपाठी) : कोई घटाया नहीं गया है। क्लास थ्री और फोर के अपग्रेडेशन का मामला अभी विचाराधीन है। बहुत जल्दी उस का फैसला हो जायेगा।

श्री कमल मिश्र मधुकर : अध्यक्ष महोदय जब वर्किंग एक्सपेंसेज में कट करने की बात होती है तो क्या सरकार ने इस बात पर विचार किया है कि उच्च रेलवे अधिकारियों के यात्रा भत्ते में एकोनामी ड्राइव के नाम पर कटौती की जाये और उस के जरिए बचत की जाये जिस से रेलवे के वर्किंग एक्सपेंसेज में लाभ हो।

श्री बूटा सिंह : ऐसे तो विवरण में दिया ही जा चुका है कि

10 per cent cut on travelling and daily allowances has been effected; sharp reduction in holding of conferences and seminars 10 per cent cut on contingencies, strict watch on productive utilisation of trains and over time has been severely curtailed.

These are the steps that have been taken.

SHRI B. K. DASCHOWDHURY: In the statement, the hon. Minister has stated that a number of measures have been taken to curtail these working expenses. I would like to know from the hon. Minister whether in the name of curtailing these working expenses, some of these basic amenities and services which were earlier given to the passengers, are being withdrawn. For example, even in the first Class for three or four compartments, there is one coach attendant and no other person. Earlier, there were Ticket Collectors. But now these tickets are being checked by Coach Attendant for three or four compartments.

In the name of curtailing working expenses, the workload on Railway employees is becoming very heavy. But the number of officers have been increased. If he goes through the Report, considering the remedial measures, on employment ratio officers have been increased considerably in the last four years, but not in the lower grade. What is the policy of Railway Minister?

SHRI BUTA SINGH: A strict watch is kept on the increase in staff strength on the Railways. But so far as working and operational staff such as running staff, coach attendants and ticket checkers are concerned. I am in a position to tell this House that there has not been any curtailment.

Railwaymen Charge-sheeted for Addressing Letters to Members of Parliament

*314 SHRI JAGADISH BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) how many railwaymen have been charge-sheeted last year under Discipline and Appeal Rules for addressing letters to Members of Parliament;

(b) whether any representation has been made to his Ministry in this regard; and

(c) if so, the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) One.

(b) No Sir.

(c) Does not arise.

SHRI JAGDISH BHATTACHARYYA: Minister in his reply had admitted atleast that in one case disciplinary action has been taken against a worker for writing to a Member of Parliament for redress of his grievances. May I know from the hon. Minister, is it not the legitimate and constitutional right of any worker, wherever he may belong to, to approach a Member of Parliament by writing to him for the redress of his grievances?

SHRI MOHD. SHAFI QURESHI: Under the existing rules there is Rule 20 of the Railway Services Act which says that:

"No Railway servant shall bring or attempt to bring in Railway or other office to bear upon any superior authority to further his interest in respect of matters pertaining to his service under the Government."

It was in this particular rule that action was taken against one of the employees. But after seeing these cases, because we have given the entire information to the House, a decision has been taken at the Minister's level that all applications or complaints received by Members of Parliament would not attract this particular rule.

SHRI JAGDISH BHATTACHARYYA: I also want to know whether that concerned Member of Parliament who was approached by the worker—who has been charge sheeted—belonged to the ruling party or the opposition. I also want to know that if specific cases of this nature are brought to the notice of the Minister, will he be agreeable to instituting impartial enquiries by the Members of Parliament?

SHRI MOHD. SHAFI QURESHI: The name of the Member of Parliament given to me is Shri Ibrahim Kalaniya, who is a Member of the Rajya Sabha and is a member of the ruling party. But it has got nothing to do with the ruling party or the opposition. The only question is whether a member of Parliament has a right of representation to take up any matter with the Ministry and we have taken a decision that Rule 20 will not apply in such cases.

श्री डी० एन० तिवारी: रेलवे एम्प्लाईज इसी देश के रहने वाले हैं और उन के परिवार के लोग हम लोगों के क्षेत्र से आते हैं। यदि उन के परिवार के लोग हम लोगों के यहा कोई केस रेप्रेजेन्ट करते हैं जिस से रेलवे एम्पलाई सम्बन्धित नहीं है लेकिन उस के परिवार के लोग अपने घर के लोगों के लिए और उस एम्पलाई के लिए केस रेप्रेजेंट करते हैं तो क्या ऐसे केसेज को लेने में कोई बाधा आप के यहां है?

श्री मुहम्मद शफी कुरेशी : नहीं, इस किस्म की कोई रुकावट नहीं है। मैं ने साफ कर दिया कि एक जो यह आउट-डेटेड रूल है उसको हम अप्लाई नहीं करते और मेम्बर पार्लियामेंट कोई केस रेप्रेजेन्ट करेंगे तो उस को हम अप्लाई नहीं करेंगे।

SHRI P. VENKATASUBBAIAH: I am glad that the Minister has clarified the position. I would like to bring to his notice that I happen to be the President of the South Central Railway Employees Sangh. I have been writing letters to the hon. Minister that there is a tendency among the administration to penalise those loyal workers who stood by the Government during the strike. Probably they do not like these workers. There are several such instances which have been brought to our notice. Somehow or other it seems that the officials of the administration are not taking kindly to these genuine grievances of these loyal employees with the result that they have to come to everybody, to Members of Parliament, etc. So, will the hon. Minister look into the matter personally go into their grievances and do justice to the loyal workers who stood by the Government in a time of grave crisis?

SHRI MOHD. SHAFI QURESHI: I accept the suggestion made by the hon. Member.

Underground Railway in Calcutta

*318. SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) what is the depth of digging so far for underground railway in Calcutta; and

(b) what precautions are taken to safeguard the stability of the buildings above the proposed tract?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The depth of digging so far is about 7 metres.

(b) Earth retaining structures consisting of diaphragm walls and sheet piles, properly braced, are being used to ensure the safety of adjoining buildings.

SHRI SHANKERRAO SAVANT: The hon. Minister has spoken about the safety of adjoining building. My question specifically is this. The building is above the proposed track, not only in the vicinity of the tunnel. In view of the fact that only 7 metres are dug out of which 3-1/2 metres will go far the tunnel and the crust of earth of only 3½ metres will remain, and in Calcutta there are no rocks, but there is only mud,—in view of all these things,—may I know what precautions are being taken to protect the buildings above the track?

SHRI MOHD. SHAFI QURESHI: There are buildings above and we have to go for tunnelling. The depth will have to be much greater. It is expected that it will be nearabout 17 metres. It will be below the ground. So, the structure will be quite safe. Whenever we are on the open, the system of cut and cover method is being employed. So, there is no danger to adjoining buildings.

SHRI SHANKERRAO SAVANT: What is the total length of the tunnel which has been dug so far and when will it be completed?

SHRI MOHD. SHAFI QURESHI: Work is in hand in four sections. I will have to read a lot from my notes. The first is contract section No. 1 which is situated adjoining the Eastern Railway's Dum Dum railway station and yard. The work on pile foundation, RCC substructure, of this 0.93 km. long viaduct section has been completed. The RCC girders thereon have been laid on more than 50 per cent of the length and are expected to be completed by the middle of 1976.

Secondly, in the contiguous 0.92 km. long contract section No. 2. 0.34 km. length in continuation of section 1 has been completed and the work has reached the Belgachia Road which has been blocked up to the Tram depot for building the underground portion by cut and cover method with sheet piles. The length involving tunnelling is about 1 km. It will be taken in hand later when tunnelling shields are obtained from Russia.

Assistance by World Bank to Public Sector Fertiliser Projects

*320. SHRI ARJUN SETHI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the World Bank has agreed to assist in financing the 5 public sector fertilizer projects which have been approved for implementation during the Fifth Plan period; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI): (a) and (b). A statement is laid on the Table of the House.

Statement

The Draft Fifth Plan Document envisaged the setting up of five fertilizer projects in the public sector at Bhatinda, Panipat, Mathura, Trombay V and Paradeep. While none of these projects is being financed by the World Bank, the World Bank is financing the foreign exchange cost of some of the on-going projects in the public sector and IFFCO's project at Phulpur in the co-operative sector which is being taken up for implementation The on-going projects being financed by the World Bank are Trombay IV, Nangal Expansion, Sindri Modernisation and Cochin II. In addition, the World Bank has extended a credit of US $17 million for plant operation improvement in the public sector and a sectoral credit of 105 million for improving the operations of existing fertilizer units both in the public and private sectors.

SHRI ARJUN SETHI: Mr. Speaker, Sir, in the statement the hon. Minister has stated that no new fertiliser factories are going to be financed by the World Bank excepting the on-going projects. May I know from the hon. Minister what is the position with regard to these five fertiliser projects which are envisaged to be established during the Fifth Plan period and whether Government of India is approaching the World Bank for the necessary foreign exchange for commissioning these projects?

SHRI C. P. MAJHI: The Draft Plan envisages the setting up of five fertiliser projects in the public sector—that is, one at Bhatinda (Punjab), one at Haryana (Panipat), one at Mathura (U.P.), one at Trombay (Maharashtra) and one at Paradip (Orissa) of these, Bhatinda, Trombay and Panipat projects have already been taken up for implementation. The remaining two projects—Mathura and Paradip—have not so far been approved for implementation due to resource-constraints. None of these three projects under implementation—Bhatinda, Panipat and Trombay—is being financed with the World Bank credit. Bhatinda and Panipat projects are being financed under the Japanese yen credit of 32.9 billion yen. The financial agreements for Trombay are yet to be finalised. But according to present indications, the project is likely to be financed with free-foreign exchange or U.K.—French credit.

SHRI ARJUN SETHI: Sir, the hon. Minister just now stated that excepting Mathura and Paradeep, the other three projects are being financed and are being in process of implementation May I know from him what will be the foreign exchange content for exe cuting the Paradip and Mathura projects and, whether it is a fact that, in the recent past, the Government of India was exchanging views with Government of West Germany for meeting the foreign exchange cost for the Paradip fertiliser project?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): As was stated by my colleague, at present, we have on hand only three projects—Bhatinda, Panipat and Trombay V.

As far as Bhatinda and Panipat are concerned, 33 billion Japanese yen credit is tied up. As far as Trombay V is concerned, the indications are that we may get free foreign exchange and most probably the U.K. French credit. But, it has not yet been finalised.

With regard to Mathura and Paradip resource constraint, it is also the resource constraint from the Indian side also and when it is finally fixed up, we will have to find out which credit is available for these two projects.

SHRI NAWAL KISHORE SINHA: May I know the date or time by which all these projects will be ready for commissioning individually and the quantity of fertilisers and the types of fertilisers that they will produce?

SHR P. C. SETHI: Bhatinda fertiliser project, on completion, will have the capacity for manufacture of 900 tonnes of ammonia per day and 1550 tonnes of urea per day equivalent to 2.37 lakhs tonnes of nitrogen per annum. The plant will use fuel oil as the feed stock. As far as Panipat is concerned, the project was sanctioned in Fabruary, 1975 and the total cost is 174.21 and this fertiliser plant will be identical to that at Bhatinda and the likely date of completion of the project is April, 1978 for both Bhatinda and Panipat projects.

SHRI B. V. NAIK: During the current year, the fertiliser production particularly in the public sector plant reached its deadline. May I know from the hon. Minister (a) whether we are already self-sufficient in regard to our fertiliser requirements on the basis of effective demand and (b) since fertilisers are one of the worst pollutants—e g., Zuari in Goa, adjacent to my district, where hundreds of tons of fish have perished because of pollutants let-out into the sea whether the foreign technology and the machinery as also other assistance could be utilised by recycling all these waste pollutants which come out of the fertiliser factories which create a lot of hardship to the fishermen and lot of other people.

SHRI P. C. SETHI: As far as fertiliser production is concerned, I have to inform the House that we have achieved this year's target in advance and next year we are likely to reach the target of 1.8 or 1.9 million tonnes. The requirement for nitrogenous fertiliser is 2.2 million tonnes. So, there is gap of 6 to 7 lakh tonnes. As far as the phosphatic fertiliser is concerned, unfortunately, we are not even able to produce the established capacity because the demand was less. But in view of the revised prices we are hopeful that the demand will pick up and we may be able to achieve the utilisation of 60-70 per cent of the established capacity of 7 lakh tonnes.

As far as pollution is concerned—I am speaking from memory—every care is being taken to avoid pollution both at Trombay and Zuaveri. Lots of complaints were received in regard to Zuaveri and some immediate measures were taken. The mid-term proposals have also been implemented according to the advice of the Pollution Control Board. The final implementation is awaited.

श्री नाथूराम ग्रहिरवार : मंत्री जी ने ग्रभी कुछ कारखानों के नाम लिए है ग्रौर कहा कि हमारे पास धन की उपलब्धि नहीं है ग्रौर फारेन एक्सचेंज भी काफी लगेगा। मैं जानना चाहता हूं कि मंत्री जी को मुख्य मंत्रीत्व काल में प्रधान मंत्री जी ने 14 ग्रप्रैल, 1975 को कोर्बा में कोल-बेस्ड फार्टिलाइजर प्लान्ट का शिलान्यास किया था वह कारखाना किस स्तर पर है ?

श्री पी० सी० सेठी : शिलान्यास का पत्थर अपनी जगह पर बिल्कुल मजबूत है लेकिन इस समय पैसे की कमी की वजह से काम कुछ कमजोर चल रहा है।

SHRI P. VENKATASUBBAIAH: According to the statement laid on the Table of the house the World Bank has extended credit of nearly 17 million dollars for plant operations and improvement in the public sector and sectoral credit of 10 million dollars for improving the production of existing fertiliser units both in the public and private sector. May I know whether this credit has been fully utilised? If

so, what is the consequent result of utilisation of this credit?

SHRI P. C. SETHI: The World Bank credit has been fully utilised in Trombay IV, Nangal expansion, Sindri modrenisation and Cochin II. As far as Phulpur is concerned we have been assured by the World Bank and but this project is in the cooperative sector and still to be taken up for implementation. So, with regard to credit of 17 million dollars for plant operations improvement this is being utilised. The credit of 105 million dollars for improving the operations in the existing fertiliser units is being utilised and most of the plants are now working over the break-even point and some of the plants are even working to 95 per cent capacity.

श्री रामसहाय पांडे : कोरबा कोल-बस्ड फर्टिलाइजर प्लांट के फाउण्डेशन के पहले यह कन्ट्रोवर्सी थी कि कोल-बस्ड फर्टिलाइजर इकानामिक होगा, चीप होगा या नहीं। उस के बाद यह रिपोर्ट आई कि चीप नहीं होगा, इकनामिक नहीं होगा। उस के बाद यह फैसला हुआ--चूंकि कोल हमारे यहां बहुत अवेलेबिल है, इस लिये-बस्ड फर्टिलाइजर का प्रोडक्शन जरूरी है। मै जानना चाहता हूं--जिस वक्त आप के मुख्यमंत्रित्व-काल में प्रधान मंत्री जी के द्वारा उस का फाउण्डेशन रखा गया और उस के लिये जो 100 करोड रुपये का प्रावधान किया गया था, उस का क्लियरेंस आप को मिला या नहीं ? यदि नहीं मिला तो क्यों नहीं मिला।

अध्यक्ष महोदय : और वह कब तक मिलेगा।

श्री पी० सी० सेठी : अध्यक्ष महोदय, जहां तक कोल-बस्ड फर्टिलाइजर की टक्नौलाजी का सवाल है, यह शायद इस वक्त इस सवाल के दायरे के बाहर की बात है। कोल-बस्ड टक्नालाजी होगी या नहीं--मैं इतना ही कह सकता हूं कि तालचर और रामगुण्डम में इस का काम बहुत तेजी से चल रहा है, इस की उपयोगिता दुनिया में दूसरी जगहों पर प्रूव हो चुकी है, इस लिये यहां का काम टक्नालाजी की वजह से रुका हुआ है, ऐसी बात नहीं है। 20-25 करोड़ रुपया हम इस में अब तक इन्वस्ट कर चुके हैं, कुछ इक्विपमेंटस भी आये है। लेकिन इस समय इस प्रोजेक्ट की कास्ट काफी बढ़ गई है, पहले के मुकाबले 200 करोड़ रुपये इस में लगनेवाले है। फाइनेन्शल कन्सेट्रन्ट की वजह से इस का काम आगे नहीं बढ़ रहा है। जैसे ही इस का क्लियरेंस मिलेगा, इस काम को आगे बढ़ायेगें।

श्री श्रीकृष्ण अग्रवाल : मंत्री जी ने अभी बतलाया कि कोरबा में 25 करोड़ रुपया खर्च हो चुका है। यह रुपया बेकार न जाय तथा जब दूसरी जगहों पर यह काम ठीक तरह से चल रहा है, तो फिर मध्य प्रदेश के इस कारखाने का काम भी, जिस का शिलान्यास प्रधान मंत्री जी ने किया था, फिर से शुरू किया जाय। इस में क्या अड़चन है।

अध्यक्ष महोदय : उन्होंने जवाब दिया है कि पैसा मिलेगा तो शुरू कर देंगे।

Programme for Import of Crude in 1976-77

*3006 SHRI TRIDIB CHAUDHURI: SHRI CHINTAMANI PANIGRAHI:

Will the Minister of PETROLEUM be pleased to state:

(a) whether the crude importation programme for 1976-77 has been finalised and firm arrangements made with oil exporting countries so as to cover the total demand for crude for the year for refineries in India; and

(b) if so, the countries from whom such crude would be imported and the quantity thereof from each country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). Taking into account the estimated production of indigenous crude, it is expected that about 13.5 million tonnes of crude oil will be imported during the year, 1976-77.

Following arrangements have so far been finalised for the import of crude during 1976:—

Name of the Country	Quantity in million tonnes
UAE	1
Saudi Arbia	1.1

Requirements of import of crude oil during 1976 in the case of the Madras Refinery are covered in terms of their long term agreement for crude supplies from Iran. Supplies of Arabian crude to Hindustan Petroleum Refinery, are covered under the crude supply agreement with Exxon. Arrangements for supply of crude oil during 1976 from a few other oil producing countries are in different stages of negotiation.

SHRI TRIDIB CHAUDHURI: What is the approximate estimate of the cost or crude imports that will have to be made?

SHRI ZIAUR RAHMAN ANSARI: During 1976-77, the estimated cost for the crude which we have to import is Rs. 1100 crores provisionally.

SHRI S. M. BANERJEE: I want to know whether there is any truth in the talk that is going on, rightly or wrongly, that the country is likely to achieve a state of self-sufficiency in the matter of oil after a period of five-six years. If there is not, what is the truth?

SHRI ZIAUR RAHMAN ANSARI. We have answered this in reply to an earlier question, that by 1980 we will have some more production of indigenous crude. But it is very difficult to say that we will become self-sufficient. It will take some more time—over a period of a few years.

SHRI S. M. BANERJEE: Will it be self-sufficient for the Minister?

SHRI RAJA KULKARNI: It is reported in the Press that the prices for the crude to be imported by India in 1976-77 are aligthly higher than those offered to the other developing countries which are oil consuming countries. Is it a fact that India is not getting any advantage from the Mid-dleast countries in respect of the crude prices? Is it also a fact that the price provision in various agreements for importing crude is not flexible and India is likely to lose because there is no likelihood of increase in prices of crude in the current year but in fact, prices are likely to come in view of higher discounts.. Will the hon. Minister make the position of the agreement and the position of prices clear?

SHRI ZIAUR RAHAMAN ANSARI: As I have already stated agreements are at different levels of negotiation and it is an accepted convention that the terms of bilateral agreements between India and other countries should not be disclosed, it will also not be in national interest to disclose the terms of the agreement.

MR. SPEAKER: Are you in a position to say whether India is getting a comparative price with regard to other developing countries?

SHRI ZIAUR RAHMAN ANSARI: No, Sir; I am not in a position.

DR. HENRY AUSTIN: In view of the fact that the prices of crude have escalated and the possibility of de-escalation is not in view, will the hon. Minister inform the House as to the steps that are being taken to accelerate prospecting for fresh oil deposits? As is already known, 8 segments are earmarked for offshore drilling. If the pace of propospecting is accelerated probably we can make it instead of wasting our foreign exchange although the hope has been expressed that by 1980 we might achieve self-sufficiency.

SHRI ZIAUR RAHMAN ANSARI: Every effort is being made in this direction. This has been replied to in this House many times. With a view to increase the production of crude, the ONGC and other agencies are working for the exploration of oil-fields.

Prices of Newspapers

*315. SHRI H. N. MUKERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Monopolies and Restrictive Trade Practices Commission has prohibited the Indian and Eastern Newspapers Society from increasing or fixing the prices of the Newspapers; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b) A statement giving the required information is laid on the Table of the House.

Statement

The M R T P. Commission instituted four *suo moto* inquiries in August, 1975, under section 10(a) (iv) of the M.R.T.P. Act, 1969 against the Indian and Eastern Newspaper Society, New Delhi (hereinafter referred to as the I.E.N.S) and its members in Bombay, Madras, Lucknow, New Delhi and Calcutta, engaged in publishing and selling certain leading English dailies, for allegedly indulging in restrictive trade practice relating to the fixation of the prices of their newspapers. The allegation against the I.E.N.S. was that in increasing the prices of the respective newspapers or in fixing common prices by the newspaper undertakings (who are members of the I.E.N.S.), they appeared to have acted in concert either by informal consultation among themselves and/or through the instrumentality or with the aid and advice of, the said Society or its Regional Committees. On an application made by the IENS u/s 37 of the M.R.T.P. Act, 1969 offering to submit to an order of the Commission without prejudice to its contention that it is not guilty of the alleged restrictive trade practices, the Commission passed the following order on the 27th February, 1976 in each of the four inquiries, namely:—

(i) The I.E N S and its Regional Committees are, with effect from the date of the order, restrained and prohibited from aiding, assisting or advising the newspaper undertakings individually or collectively in acting in concert between themselves or in concert with persons who are not parties to the inquiry proceedings and from being instrumental in fixing, maintaining or increasing the prices of newspapers published by them; and

(ii) The I E.N.S. shall further at the end of 1976, 1977 and 1978 file an affidavit setting out the manner in which the Commission's order has been given effect to.

SHRI H N. MUKERJEE Could I know how it happens that many of these newspapers have increased their prices in spite of the fact that their advertisement revenue had increased enormously while certain other newspapers which are very definitely anti-monopoly are put to trouble because of Government policy of not patronising them through advertisements and the private sector hostility has left them without finance?

SHRI BEDABRATA BARUA: The Monopoly Commission goes into the limited question of whether they acted in concert under the aegies of that organisation. This Ministry is not

dealing with other matters such as advertisements etc. However, I understand that government policy is to help small newspapers through advertisements and other means.

WRITTEN ANSWERS TO QUESTIONS

Separate High Courts for Punjab and Haryana

*301. SHRI BIRENDER SINGH RAO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any move for having separate High Courts for Punjab and Haryana States; and

(b) if so, the time by which a separate High Court for Haryana State is likely to be set up?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No, Sir.

(b) Does not arise.

Import of Crude from Saudi Arabia

*302. SHRI ISHAQUE SAMBHALI: Will the Minister of PETROLEUM be pleased to state:

(a) whether India would import crude from Saudi Arabia in 1976;

(b) if so, the broad features thereof; and

(c) what will be the price of this crude to be paid by India?

THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA): (a) to (c). A contract has been signed between Indian Oil Corporation and the PETROMIN of Saudi Arabia for the supply of 1.1 million tonnes of crude oil during 1976. There is an accepted convention not to disclose the commercial terms on which Indian Oil Corporation makes its purchases from foreign countries.

Maintenance of Steam Engines

*303. SHRI SAROJ MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of steam engines in service at present and the number out of them which are considered to be over-aged;

(b) what special steps are being taken about securing parts of these engines; and

(c) how many such over-aged steam engines were involved in accidents or failures during the last year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Out of 5096 Broad Gauge and 3015 Metre Gauge Steam Locomotives in service, 606 Broad Gauge and 293 Metre Gauge are overaged.

(b) Certain vital spares for which adequate manufacturing capacity is not available with the Railway Repair Work shops, are being supplemented by manufacturing them at Chittaranjan Locomotive Works, Chittaranjan.

(c) Only one Broad Gauge and one Metre Gauge locomotives were involved in accidents on the Southern and Northeast-Frontier Railways respectively. 54 Broad Gauge and 28 Metre Gauge overaged locomotives failed during the last year.

Concessional Rates for Export Items of Industrial Raw Materials

*305. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have been carrying industrial raw materials and

items meant for export at concessional rates;

(b) whether this concessional rate is below the cost of inputs; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). Freight concessions in respect of all traffic meant for exports have been withdrawn with effect from 1st April, 1975.

Normally, freight rates for industrial raw materials are fixed with a view to cover the costs. In cases where costs are not covered, action is taken to suitably alter the rates from time to time.

Prices of Streptomycine

*308. SHRIMATI ROZA DESHPANDE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Streptomycine prices have been raised again and if so, why; and

(b) what is the production of streptomycine in public and private sectors?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) The price of Streptomycine was fixed at Rs. 295 per kg. effective from 30th April, 1970 as recommended by the Tariff Commission. The price was raised to Rs. 343 per kg. w.e.f. 8th August, 1974 by granting an interim relief of Rs. 48 per kg. by neutralising the incidence of increase in prices of inputs. On the basis of full cost-*cum*-technical examination, the BICP submitted their report on fair selling price of this drug in October, 1975. On the basis of this Report, Government have notified the dual price, namely, (a) Rs. 415.71 per kg. for Synbiotics and (b) Rs. 498 per kg. for other producers. This revision in price was allowed on the basis of the full cost-*cum*-technical examination and projections made for the three-year period by adopting the consumption norms and the capacities as assessed in the technical examination taking into account the increase in cost of inputs and other relevant factors.

(b) The production of Streptomycine Sulphate in the public sector and the private sector during the year 1975 was 107.28 tonnes and 84.81 tonnes respectively.

Commissioning of New Fertilizers Plants

*309. SHRI D. K. PANDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) how many new fertilizers plants will be commissioned during 1976; and

(b) how far will this increase the output of fertilizers?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI):

Statement

(a) New plants/Expansions to be commissioned during 1976-77	Installed Capacity ('000 tonnes)	
	'N'	'P2O5'
(i) Namrup Expansion	152	..
(ii) Barauni . .	152	..
(iii) Cochin II . .	40	114
(iv) Madras Expansion	12	27
(v) Vizag Expansion .	3	31
(vi) Tuticorin . .	..	51
(vii) Sindri rationalisation	..	156
(viii) Khetri . .	..	90

The Mangalore fertilizer plant with a capacity for the manufacture of

100,000 tonnes of nitrogen has commenced production with effect from 20th March, 1976. Significant contribution towards production from this unit will become available during the next financial year.

(b) The exact position in regard to the additional production likely to be available from these plants would be known only after they are commissioned and operations get stabilised.

R.B.I. Study about Railway Finances

*316. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Reserve Bank of India has suggested steps for putting Railway finances in sound position; and

(b) if so, the decision of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No, Sir.

(b) Does not arise.

Remittances by Foreign Drug Firms

*317. SHRI SOMNATH CHATTERJEE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his attention has been drawn to a speech delivered in Lucknow on 17th February, 1976 by the Deputy Chairman of the Planning Commission, containing a strong plea for stopping the drain on the country's scarce resources by giant multinationals in the drug and pharmaceutical industry;

(b) if so, Government's reaction thereto; and

(c) total remittances by foreign-controlled drug firms operating in India, year-wise, during the last three years?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Yes, Sir.

(b) The activities of the foreign companies in India are regulated under the provisions of Foreign Exchange Regulation Act, 1973 and also the guidelines issued to administer Section 29 of the said Act.

(c) Details of remittances made by the foreign drug firm during 1971/1971-72 and 1972/1972-73 are contained in Annexure V to Chapter V of the Report of Committee on Drugs and Pharmaceutical Industry, a copy of which was laid on the Table of the House on 8th May, 1975.

Figure of Remittances made by foreign drug firms during the year 1974/1974-75 are being collected and will be laid on the Table of the House.

Development of Project Consultancy in Fertilizers and Chemicals

*319. SHRI D. D. DESAI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Fertilizer Corporation of India has developed project consultancy capacity in fertilizers and chemicals; and

(b) whether F.C.I. is trying to sell this consultancy in markets in West Asia and South-East Asia?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The Corporation has developed the necessary expertise in regard to the offer of technical consultancy services in the field of fertilizers and allied chemicals. The Corporation has already conducted techno-economic feasibility and other studies in connection with the setting of fertilizer plants in some of the Gulf countries. Bangladesh and in the Philippines and is in a position to take up similar jobs elsewhere.

मध्य प्रदेश के झाबुआ और राजस्थान के अन्य स्थानों के लिए रेल मार्ग :

1541. श्री भागीरथ भंवर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या मध्य प्रदेश, के झाबुआ और राजस्थान के डूंगरपुर, उदयपुर, और बांसवाड़ा क्षेत्रों में प्राप्त राक फास्फेट और मैंगनीज के खनिज भंडारों की सस्ती दरों पर ढुलाई के लिए उन स्थानों को रेल मार्गों से जोड़ने की कोई योजना बनाई गई है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह): उदयपुर और डूंगरपुर पहले ही रेल द्वारा आपस में जुड़े हुए हैं। झाबुआ के रास्ते इन्दौर और दोहद के बीच तथा बांसवाड़ा के रास्ते रतलाम और डूंगरपुर के बीच रेलवे लाइनें बनाने के लिए अतीत में किए गये सर्वेक्षणों से पता चला था कि ये रेलवे लाइनें आर्थिक दृष्टि से सुक्षम नही होंगी। अतः इन प्रस्तावो के सम्बन्ध मे विचार छोड दिया गया था। रतलाम और बांसवाड़ा के बीच एक नयी रेलवे लाइन के निर्माण के सम्बन्ध मे नये सिरे से विचार करने के लिए सर्वेक्षण किये जा रहे है। इस लाइन को भविष्य में डूंगरपुर तक बढाने की संभावना पर भी विचार किया जा रहा है। चालू सर्वेक्षणो के परिणामों का पता चलने के बाद ही रतलाम-बांसवाड़ा नयी लाइन के निर्माण मे सम्बन्धित प्रस्ताव पर विचार किया जायेगा।

Passenger Train between Bailadila and Kottavalasa

1542. SHRI ANADI CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been great public demand to run passenger train on D.B.K./Railways between Bailadila and Kottavalasa; and

(b) if so, what action has been taken by Government in this regard and by what date Government propose to run passenger traffic on this line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The question of providing limited passenger service on Bailadila-Kottavalasa line is currently under consideration.

Private Goods Booking on D.B.K. Railway Line

1543. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) what will be the difference of Railway freight between one wagon of iron ore and one wagon of private goods from Jeypore Railway station to Kottavalasa Railway station on the D.B.K. railway line under the South Eastern Railway; and

(b) whether Government have any proposal to allow private goods booking for the development of the backward area like Koraput and Bastar districts where there is no other railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Since freight rates are different for different commodities and the name of the commodity has not been given, it is not possible to give the difference of railway freight between one wagon of iron ore and one wagon of private goods. Further Kirandul-Kottavalasa Railway line is not yet open for private goods booking

(b) This line was primarily constructed for the movement of iron ore traffic for export and keeping in view the projections thereof, and due to limitation of capacity it is not proposed to open this section for private goods booking at this stage.

Criminal and Civil cases in High Courts and Supreme Court

1544. SHRI R. S. PANDEY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the total number of criminal and civil cases pending disposal in High Courts and Supreme Court as on date;

(b) whether any new steps have been taken for the early disposal of these cases; and

(c) if so the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) A statement showing the requisite information is attached.

(b) and (c). Every effort is being made to accelerate the disposal of pending cases in the High Courts and Supreme Court.

Statement

Sl. No.	Name of the High Court	Cases pending disposal as on 31-12-75	
		Civil	*Criminal*
1	Allahabad	81287@	21742@
2	Andhra Pradesh	17919	1834
3	Bombay	44584	3401
4	Calcutta	68942@	5172@
5	Delhi	20962	1228
6	Gauhati	5039	1251
7	Gujarat	11396	1291
8	Himachal Pradesh	2885	372
9	Jammu & Kashmir	2334	571
10	Karnataka	15622	553
11	Kerala	32848	975
12	Madhya Pradesh	21902	8472
13	Madras	35804	2621
14	Orissa	4967	1024
15	Patna	17888	7722
16	Punjab & Haryana	26804	5541
17	Rajasthan	11087	3400
18	Sikkim*	..	..
	Supreme Court	9150% +1003£	1222% +36£

*Sikkim High Court came into existence in May, 1975.
%As on 1-3-76
@Pendency given as on 30-6-75.
£Petition under Art. 32.

Accommodation problem of employees of F. C. I., Namrup (Assam)

1545. SHRI NOORUL HUDA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether workers and employees of Fertilizer Corporation of India, Namrup (Assam) have been, for long, facing acute accommodation problem and Government's attention was drawn to this problem;

(b) whether Government have not sanctioned necessary funds for construction of requisite number of workers' quarters; and

(c) whether some of the officers' quarters have remained unoccupied for long?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). Information is being collected and will be laid on the Table of the House.

Progress on Projects of conversion of Broad Gauge Lines

1546. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the projects which have been undertaken for the conversion of narrow gauge into broad gauge or metre gauge into broad gauge lines during the last three years, alongwith the estimated cost of each one of these projects and the names of the States in which they are located; and

(b) the progress made to date on each of these projects and the likely date of their completion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A statement is attached.

Statement

The conversion of the following MG line into BG lines has been undertaken/approved during the last three years Length, estimated cost, progress and target date of completion etc. are indicated against each of them :—

S. No.	Name of project	Name of State in which falls	Length (in KMs.)	Estimated cost (Rs. in crores)	Date of sanction	Target date of completion	%age of progress
1	New Bongaigaon–Gauhati	Assam	160·00	24·79	1-11-75		(Rangiya-New Gauhati portion has been sanctioned at a cost of Rs. 7·26 crores). The work has just been started.
2	Samastipur-Darbharga	Bihar	38·80	4·75	Approved work, not yet sanctioned.		Final Location Survey in progress.
3	Guntur-Macherla . .	Andhra Pradesh	130·00	8·14	Approved works, not yet sanctioned.		Final Location Surveys have been completed.
4	Manmad-Purli Vaijnath	Maharashtra	354·00	30·43			

The following conversion projects which were sanctioned earlier are also in progress at present :—

1.	Barabanki-Samastipur	603·89 Kms.	Samastipur-Muzaffarpur portion (53 Kms.) has been completed and opened to traffic on 2-1-1975.
2.	Guntakal-Bangalore	280·29 Kms.	
3.	Ernakulam-Trivandrum	220·14 Kms.	Quilon-Ernakulam portion (155 Kms.) has been opened to traffic on 25-8-1975.
4.	Viramgam-Okha-Porbandar	[illegible] Kms.	

Employees working in Marketing Division of I. O. C.

1547. SHRI SHASHI BHUSHAN: Will the Minister of PETROLEUM be pleased to state:

(a) the total number of employees working in the Marketing Division of Indian Oil Corporation in New Delhi in various categories, category-wise;

(b) the number of Scheduled Castes and Scheduled Tribes employees among them in each category; and

(c) whether the quota reserved for Scheduled Castes and Scheduled Tribes has been filled and if not the reasons therefor and particular efforts being made to fill the reserved quota?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). The total number of employees category-wise and the number of Scheduled Castes/Scheduled Tribes employees out of them working in the offices of the Marketing Division of Indian Oil Corporation in New Delhi/Delhi as on 1st January 1976 are given below:—

Category on the basis of Scale of pay	Total No. of employees	Scheduled Castes/ Scheduled Tribes employees out of the total
1	2	3
Rs. 1700—2100	1	..
Rs. 1400—1760	6	..
Rs. 1250—1630	23	..
Rs. 850—1450	63	..
Rs. 550—1230	134	1
Rs. 470—895	43	..
Rs. 295—520	39	3
Rs. 280—714	328	5
Rs. 251—404	152	19
Rs. 241—347	15	..
Rs. 180—291	192	35

(c) The required information is being collected and will be laid on the Table of the House in due course.

Industrial licences granted to Drug Companies

1548. SHRI S. M. SOLANKI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) particulars regarding name of the drug, capacity and main conditions of letters of intent and Industrial licences granted during 1975 to various companies having foreign equity of more than 26 per cent; and

(b) whether some of the foreign companies have been granted formulations untied to bulk drug manufacture; if so, the names of the items, capacities and the reasons for approving such items?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b): statement I indicating the particulars regarding name of the drug, capacity & main conditions of letter of intent and industrial licences granted during 1975 to various companies having foreign equity of more than 26 per cent and Statement II indicating the particulars regarding the name of formulations entitled to bulk drug manufacture, capacities and the reasons for approving such items to the foreign companies during 1975 are laid on the Table of the House. [*Placed in Library*. See No. LT-10572/76].

Implementation of proposals for unmanned and manned level crossings in Orissa

1549. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) how many proposals for unmanned and manned level crossings in Orissa zone are yet to be implemented,

(b) what are the reasons for delay; and

(c) how many proposals out of them belong to Balasore and Mayurbhanj Districts?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) Sixteen proposals for unmanned level crossing only. (b) So far approval of the State Government has been received for six level crossings only.

Work on two level crossings is being taken in hand. For three level crossings detailed examination has been completed and estimates finalised.

Proposal for one level crossing is under detailed examination.

(c) Out of the sixteen proposals, five pertain to Balasore District and two to Mayurbhanj District.

भोपाल तथा भोपाल के आस पास पैट्रोल पम्पों के मीटर ठीक न होना

1550. श्री हुकम चन्द कछवाय : क्या पैट्रोलियम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस प्रकार की शिकायतें मिली हैं कि भोपाल तथा भोपाल के आसपास व्यापारी लोग पेट्रोल पम्पो के मीटर ठीक नही रखते, और

(ख) क्या उनके खिलाफ न्यायालयो मे मुकदमे चलाये गये है, यदि हा, तो गत तीन वर्षों मे कितने मुकदमे चलाये गये और उनके क्या परिणाम निकले ?

पैट्रोलियम मंत्री (श्री के० डी० मालवीय): (क) और (ख) राज्य सरकार द्वारा अगस्त 1975 म कुछ पैट्रोल पम्पो और डीजल पम्पों पर अचानक छापे डाले गये यह देखा गया था कि कुछ फटकर पैट्रोल पम्प उत्पाद को सही मापकर नही दे रहे थे। कुल नौ डिस्पेंसिंग यूनिटो को सील बन्द कर दिया था और नौ आदमियो के खिलाफ न्यायालय में नौ मुकदमे दाखिल किए गए थे। दो मुकदमों मे दो आदमियों को अपराधी ठहराया गया है और बाकी सात मुकदमे अभी न्यायालय मे पड़े है।

गत तीन सालों में उन डीलरों के खिलाफ कोई मुकदमा चलाया गया है इसकी जानकारी तेल कम्पनियों से नहीं है ।

वर्ष 1975–76 में रेल गाड़ियों में डकैतियां

1551. श्री जनेश्वर मिश्र : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले वर्ष 1975–76 में रेल गाड़ियों में हुई डकैतियों की संख्या कितनी है;

(ख) पिछले वर्षों की तुलना में इन आंकड़ों में कमी हुई है या बढ़ोत्तरी, और

(ग) ऐसी घटनाएँ आगे रोकने के लिए सरकार ने क्या कदम उठाये है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) : (क) और (ख) 1–3–75 से 29–2–76 तक की अवधि में चलती गाड़ियों में डकैती के 94 मामले हुए जबकि पिछले वर्ष 1–3–74 से 28–2–75 तक की अवधि में 124 डकैतियां हुई थी ।

(ग) रेलगाडियों में अपराधों की रोकथाम के लिए राज्य सरकारों के नियंत्रण में सरकारी रेलवे पुलिस द्वारा निम्नलिखित निवारात्मक उपाय किये जाने का दावा किया गया है :–

1. सरकारी रेलवे पुलिस द्वारा रात में कुछ प्रमुख गाड़ियों में सशस्त्र पहरेदारों द्वारा मार्ग रक्षा ।

2. स्टेशन के प्लेटफार्मों/प्रतीक्षालयों में गश्त की व्यवस्था ।

3. मुजरिमों और कुख्यात बदमाशों पर निगरानी रखना ।

4. विशिष्ट अपराधों के लिए अपराधियों पर मुकदमा चलाना और जहां पर्याप्त आधार मौजूद हों, वहां उन लोगों को 'मीसा' के अधीन हिरासत में रखना जिनके बारे में यह संदेह हो कि उनका ऐसे अपराधों में हाथ है ।

मध्य प्रदेश में छिद्रण कार्य

1552. श्री गंगा चरण दीक्षित : क्या पैट्रोलियम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य प्रदेश में गत तीन वर्षों में पहले किये गये सर्वेक्षण के आधार पर कुछ स्थलों पर छिद्रण कार्य आरम्भ किया गया है; और

(ख) यदि हां, तो उक्त स्थलों के नाम क्या हैं ?

पैट्रोलियम मंत्रालय में उपमंत्री (श्री जियाउर्रहमान अंसारी): (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

मध्य प्रदेश में झाबुआ और सरगुजा में उर्वरक कारखाने

1553. डा० लक्ष्मी नारायण पांडेय: क्या रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि.

(क) क्या मध्य प्रदेश में उर्वरकों के लिए पर्याप्त मात्रा में कच्चे माल की उपलब्धता होने से झाबुआ और सरगुजा में उर्वरक कारखानों की स्थापना करने में लाभ है और इस बारे में राज्य द्वारा मांग भी की गई है; और

(ख) यदि हां, तो इस बारे में सरकार ने क्या कार्यवाही की है ?

रसायन और उर्वरक मंत्री (श्री पी०सी० सेठी): (क) और (ख). यद्यपि वहां पर उपलब्ध राक फास्फेट पर आधारित मध्य प्रदेश मे उर्वरक कारखाना लगाने का कोई प्रस्ताव नही तैयार किया गया है परन्तु स्वदेशी राक फास्फेट का भारत मे उर्वरक उत्पादन मे यथा सभव अधिकतम उपयोग करने के लिये प्रत्येक उपाय किया जा रहा है।

Conversion of Quilon-Trivandrum line into broad gauge

1554 SHRI VAYALAR RAVI Will the Minister of RAILWAYS be pleased to state

(a) whether the conversion into broad gauge line from Quilon to Trivandrum is being delayed and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH)

(a) No

(b) Does not arise

Reduction in price of "Technical BHC" by Hindustan Insecticides Limited

1555 SHRI P GANGADEB Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the Hindustan Insecticides Limited has reduced the price of its "Technical BHC", and

(b) if so the present price and the price before reduction?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P C SETHI) (a) and (b) Yes, Sir The price has been reduced from Rs 4500/- per tonne to Rs 4350/ from 17th February, 1976

Compulsory retirement of Class III and IV Railway Employees

1556 SHRI DASARATHA DEB Will the Minister of RAILWAYS be pleased to state —

(a) how many employees belonging to Class III and Class IV (Zonewise) have been retired at 50 years of age or 30 years of service during the last year and

(b) the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) and (b) — A Statement is attached

STATEMENT

Statement showing number of Class III & IV Railway employees compulsorily retired for inefficiency and doubtful integrity during the period 1 75 to 31 12-75

Name of Rly	class III	class IV
1. Northern	166	115
2. Southern	210	228
3. Eastern	83	79
4. Western	424	197

Name of Rly.	class III	class IV
5. Central	170	451
6. North Eastern	151	80
7. Northeast Frontier	94	64
8. South Eastern	172	133
9. South Central	163	418
10. C.L.W.	17	..
11. D.L.W.	6	8
12. I.C.F.	20	..
13. Other Organisations	1	3
	1679	1776

Railway line between New Mangalore Harbour and Apta

1557. SHRI P. R. SHENOY : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a great demand for providing the missing link of railway line between New Mangalore Harbour (Panambur) and Apta near Bombay; and

(b) the steps taken to lay the line in minimum possible time?

THE DEPUTY MINISTER IN THE MINISTERY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Final Location Survey from Apta to Dasgaon portion of the Apta-Mangolore rail link, has been completed. Final Location Survey between Dasgaon and Ratnagiri including spot checks between Ratnagiri and Mangalore is in progress. A traffic survey and financial appraisal of Apta-Dasgaon rail link has been included in the Railways Budget for 1976-77 at an estimated cost of Rs. 85,000/-. The project will be considered for being taken up for construction after the proposed surveys and financial appraisal are completed and also subject to availability of funds.

Coal and Ash Handling Work

1558. SHRI DINESH JOARDAR: Will the Minister of Railways be pleased to state :

(a) whether Miabhoy Tribunal has held that coal and ash handling work is of a regular nature; and

(b) whether the Contract Labour (Regulation and Abolition) Act of 1970 applies to workers handling coal and ash in Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS: (SHRI BUTA SINGH) : (a) The Railway Labour Tribunal, 1969 made an observation in its Report that loading coal in engine tenders in Loco Sheds done by casual labour engaged departmentally did not appear to be of an intermittent, seasonal or sporadic nature.

(b) Workers engaged by contractors in coal handling and ash pit cleaning work in Loco Running Sheds on Indian Railways are governed by the provisions of the Contract Labour (Regulation and Abolition) Act, 1970.

Conversion of metre gauge line between Cochin Oil Refinery Station and Tripoonithara Station

1559. SHRI A. K. GOPALAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose conversion of metre gauge line between Cochin Oil Refinery Railway Station and Tripoonithara Railway Station; and

(b) if so, when would it be done?

THE DEPUTY MINISTER IN THE MINISTERY OF RAILWAYS (SHRI BUTA SINGH) :

(a) No.

(b) Does not arise

Increase in Work-load of Loco-sheds

1560 SHRI ROBIN SEN Will the Minister of RAILWAYS be pleased to state

(a) whether the work-load on the Loco-sheds has increased due to maintenance and repair of over-aged steam Locomotives, and

(b) if so, what is the extent of increase in work-load?

THE DEPUTY MINISTER IN THE MINISTERY OF RAILWAYS (SHRI BUTA SINGH) (a) No

(b) Does not arise

Ranchi-Hazaribagh-Kodarma Railway Lines

1561. SARDAR SWARAN SINGH SOKHI

SHRI SUKHDEO PRASAD VERMA.

Will the Minister of RAILWAYS be pleased to state.

(a) the progress made in regard to the construction of Ranchi-Hazaribagh-Kodarma Railway line; and

(b) when this broad gauge line would be opened for traffic?

THE DEPUTY MINISTER IN THE MINISTERY OF RAILWAYS (SHRI BUTA SINGH) :

(a) and (b) : Surveys have recently been carried out for the construction of a proposed rail link from Ranchi Road to Hazaribagh Town, Hazaribagh Road, Giridih and its further extension from Madhupur to Rampurhat *via* Dumka and the reports are under examinaion In view of the overall difficult financial position it may not be possible to take up the proposed rail link in the near future

Tickets sold and ticketless travellers caught at Howrah Station

1562 SHRI KRISHNA CHANDRA HALDER Will the Minister of RAILWAYS be pleased to state:

(a) total number and amount of tickets sold at Howrah Station on 20th, 21st and 22nd February, 1976, respectively; and

(b) total number of ticketless passengers arrested at Howrah Station on 20th, 21st and 22nd February, 1976, respectively?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) The total number of tickets sold at Howrah Station and earnings derived therefrom on 20th, 21st and 22nd February, 1976 were as under.—

Date	No of tickets	Earnings
		Rs. P.
20-2-76	45 438	3 63,572 00
21-2-76	55,674	3,34,157·00
22-2-76	64,704	4,22,038·00

(b) The total number of ticketless passengers arrested at Howrah Station on 20th, 21st and 22nd February, 1976 were 10, 4 and 5 respectively.

Investment by U. K. and U. S. Companies in Drug Industry

1563. SHRI BHOGENDRA JHA : Will the Minister of CHEMICAL AND FERTILIZERS be pleased to state :

(a) what is the total investment by U. S. and U. K. companies in the field of medicines in India and what are the total remittances made by them to U. S. and U. K. during the last three years and also the value of imports from those countries; and

(b) steps being taken to ensure stoppage of imports and foreign investment?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI) :

(a) The total investment in the shape of foreign equity in respect of US and UK companies in the field of drugs and pharmaceuticals is of the order of Rs. 38 crores. The details of the remittances made during the year 1971/1972-73, 1972/1972-73 and 1973/1973-74 are contained in Appendix 5 of Chapter V of the Report of the Committee on Drugs and Pharmaceuticals Industry. The imports of raw materials made by these companies were of the order of Rs. 915 lakhs and Rs. 747 lakhs during 1972-73 and 1973-74 respectively. The sources of imports of such raw materials by different companies are not available and collection thereof will involve time and labour not commensurate with the results. The information relating to imports during 1974-75 is being collected and will be laid on the Table of the House.

(b) All efforts are made to encourage production of bulk drugs and chemicals in the country and thereby effect reduction in their imports. Imports of raw materials are allowed as per import Trade Control Policy of Government in force from time to time.

The regulation of existing foreign investment as well as investment of fresh foreign capital in India is governed by the Foreign Exchange Regulation Act 1973 and guidelines prescribed thereunder.

Suing of six U.S. Drug Firms

1564. SHRI B. S. BHAURA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the U. S. Supreme Court has upheld a lower court decision dismissing efforts by India jointly with Iran and Philippines to sue six U. S. drug firms for the alleged price fixing in the sale of antibiotics; and

(b) if so, the facts thereof and Government's reaction thereto?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). On 9th January, 1976, the Government of India along with Iran and Philippines filed a writ petition against the judgement of Appeal Court regarding one of the legal issues in our drug case pending before U.S. District Court i.e., claiming damages by foreign Governments on behalf of their citizens. The petition has not been allowed by the Supreme Court.

The judgment of the U.S. Supreme Court is being examined by our Attorney and the legal opinion in the matter is being obtained.

Oil exploration in Himalayan Region

1565. SHRI VASANT SATHE: Will the Minister of PETROLEUM be pleased to state as to what steps have been taken or proposed to explore oil in the Himalayan region and in certain parts of Assam and Gujarat?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): In the Himalayan region, the entire foothill-belt from the Chenab upto Sarda river on the U.P.-Nepal border has been geologically mapped in detail and extensive geophysical surveys have been done in the Punjab basin and Ganga valley area including the Raxaul Sub-basin. Drilling has been done in Jawalamukhi, Janauri and other structures. Besides, seismic work, further drill-

ing is proposed to be done in the J & K and Himachal Pradesh areas of Punjab basin and the Ganga valley.

In Assam area, exploration is proposed to be intensified in the Naga Thrust Belt and Cacher and other areas, besides the work aleady in progress in Upper Assam. In Gujarat, besides the work alread in progress in the Cambay basin, exploration is proposed to be taken up in Saurashtra area.

Confiscation of Raw Materials of Foreign Drug Manufacturers

1566. SHRI BHALJIBHAI PARMAR:
SHRI VASANT SATHE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that certain raw materials imported by foreign drug manufacturing firms with more than 26 per cent equity have been confiscated by the customs authorities during 1976;

(b) if so, the name and quantity of the raw materials confiscated, the name of the firms and the end products for which these were meant; and

(c) what action Government have taken or propose to take against the firms who tried to import raw materials not otherwise permissible for them?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). Information is being collected and will be laid on the Table of the House.

Selling of property by Assam Oil Company

1567. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of PETROLEUM be pleased to state:

(a) whether the Assam Oil Company has recently sold away its property illegally; and

(b) if so, facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). In the middle of 1975 Government issued guidelines to Assam Oil Company in regard to sale or disposal of movable and immovable assets. Besides, in the case of sale of immovable assets, prior permission of the Reserve Bank of India is required under the Foreign Exchange Regulation Act, 1973. Even for the sale of any movable assets Assam Oil Company seek prior approval of the Government. In recent months, no instance of any illegal disposal or sale of assets of Assam Oil Company has come to the notice of the Government

राजस्थान में तेल की खोज

1568. श्री लालजी भाई : क्या पेट्रोलियम मंत्री यह बताने की कृपा करेंगे कि

(क) क्या तेल तथा प्राकृतिक गैस आयोग राजस्थान के विभिन्न भागों में तेल की खोज कर रहा है, और

(ख) यदि हां, तो अभी तक उस के क्या परिणाम निकले हैं ?

पट्रोलियम मंत्रालय में उपमंत्री (श्री जियाउर्रहमान अंसारी): (क) जी हां।

(ख) मनेहरा टिब्बा में थोड़ी गैस जिसका कोई व्यापारिक महत्व नहीं है, मिलने के अतिरिक्त राजस्थान में कोई हाईड्रोकार्बन अब तक नहीं निकले है। उस राज्य में तेल अन्वेषण जारी है।

New Railway Workshop near Tirur Railway station (Southern Railway)

1569. SHRI M. K. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authorities have inspected a site in Vattathadi near Tirur Railway Station (Southern Railway) for setting up a Railway Workshop there;

(b) if so, the broad outlines of their report; and

(c) when the workshop is likely to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) and (c). Does not arise.

Scheme for sale of Caustic Soda

1571. SHRIMATI PARVATHI KRISHNAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Monopolies and Restrictive Trade Practices Commission has laid down a scheme for the sale of caustic soda to actual users; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Yes. Sir. In pursuance of a restrictive trade practice inquiry instituted under section 10(a)(iv) read with section 37 of the M.R.T.P. Act, 1969 against some companies manufacturing, selling and supplying of caustic soda, the M.R.T.P. Commission has passed separate orders in each of the inquiries providing for a scheme of distribution of caustic soda to actual users. The inquiry proceedings in respect of some other undertakings are still in progress.

(b) The specimen of an order issued by the MRTP Commission in one of the inquiry proceedings which sets out the salient features of the scheme of distribution laid down by the Commission is laid on the Table of the House. [*Placed in Library. See No. LT-10573/76*].

Dacoity in Second Class Compartment of Dehra-Doon Express

1572. SHRI SARJOO PANDEY:
SHRI HUKKAM CHAND KACHWAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether on 27-2-76 some dacoits had robbed all the passengers of a second class compartment of Dehra-Doon Express on Laksar-Bareilly section of Northern Railway;

(b) if so, the facts thereof; and

(c) steps taken to provide security to the passengers in the trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, a robbery occurred in a second class compartment of 10 Down Doon Express between Seohara and Mewa Nawada stations on Laksar-Moradabad section of Northern Railway on the night of 27/28-2-1976.

(b) One Shri Dharam Prakash lodged a report at Government Railway Police, Moradabad on 27/28 2.1976 that he was travelling in a second class compartment of 10 Down (Dehradun-Howrah Express) and when the train was running between Seohara and Mewa Nawada stations, 4/5 persons looted him and other 19 passengers of their cash, wrist watches and ornaments worth Rs. 2950/- at the point of pistol. The robbers escaped with the booty after cutting hose pipe of the bogie This complaint was transferred to Laksar where a case was registered on crime No. 40 under section 392/397 IPC. On receipt of the information about this incident, Superintendent Police Railways, Moradabad, Senior Superintendent Police,

Moradabad, Superintendent Police, Bijnore, Circle Officer, Bijnore and Circle Officer, Railway, Moradabad rushed to the place of occurrence and organised raids on the houses of suspected persons but none could be apprehended.

On 19-3-1976 one accused Balbir Singh was arrested and a wrist watch pertaining to this case was recovered from his possession. This accused disclosed the name of one accused Rama Bhantu and two others as his associates. Efforts are being made to apprehend them all.

(c) Two extra Armed Government Railway Police guards have been provided to escort Passanger trains. CIA staff of Government Railway Police is also deputed in plain clothes to keep an eye on criminals and collect intelligence

Mangalore Chemical Fertilisers Ltd.

1573. SHRI K. LAKKAPPA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Mangalore Chemical and Fertilizers Ltd. has commenced production; and

(b) if so, the steps taken to ward off pollution in the Arabian sea?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Yes Sir. The company commenced production of urea from 20th March, 1976.

(b) The company has put through a scheme for treatment and disposal of effluents, as approved by the Karnataka State Board for Prevention and Control of Water Pollution.

Completion of Muzaffarpur-Barabanki Broad Gauge Line

1574. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Muzaffarpur-Barabanki broad gauge line is likely to be completed on schedule;

(b) if not, the reasons for delay; and

(c) the steps proposed to be taken to rectify the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). The section from Muzaffarpur to Sonepore has almost been completed and is likely to be opened to traffic shortly. The work on the balance portion of the project between Sonepore and Barabanki is being progressed at a steady pace with the limited availability of resources.

Implementation of the Contract Labour (Regulation and Abolition) Act, 1970

1575 SHRI BIREN DUTTA : Will the Minister of RAILWAYS be pleased to state:

(a) the position of implementation of the Contract Labour (Regulation and Abolition) Act, 1970 in the Railways;

(b) whether a board under this Act has been set up for the Railways;

(c) how many workers have been departmentalised after this Act;

(d) whether any work which was carried on by departmental labour has since been made over to contractors in 1975 and if so, the reasons therefor; and

(e) whether any representation has been received by Government in this regard and if so, the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Railway establishments employing contract labour have secured registration under the Contract Labour (Regulation and Abolition) Act, 1970 and the employ-

ment of contract labour on Railways is regulated by the provisions of this Act.

(b) A Committee appointed by the Central Advisory Contract Labour Board set up under the Contract Labour (Regulation and Abolition) Act, 1970 is presently studying the various aspects of the question regarding abolition of contract labour in coal handling and ash pit cleaning work of Railway Loco Sheds.

(c) Government have not decided to departmentalise the work at present handled by the contract labour on Railways.

(d) Since there were agitations after the casual labour engaged on certain purely seasonal nature of works had been retrenched such works were made over to contractors.

(e) The representations received were given due consideration.

Appeals against Fines imposed on Railway Employees after June, 1975

1576. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) in how many cases fines of Rs. 100 and above have been imposed on Railway employees after June 1975 and the reasons therefor;

(b) whether the employees were given a hearing before the said fines were imposed; and

(c) whether appeals have been submitted against these fines and the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Absorption of Railwaymen of Howrah-Amta-Sheakhala Light Railways

1577. SHRI S. P. BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any assurance had been given for absorbing the railwaymen of Howrah-Amta-Sheakhala Light Railways in Eastern|South Eastern Railways; and

(b) how many of them have been absorbed in these two railways and how man have been absorbed in other Railways

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) It was initially decided that the staff of Howrah-Amta and Howrah-Sheakhala Light Railways would be absorbed on the Eastern and South-Eastern Railways There were, however, some difficulties on these two Railways regarding the absorption of the staff of the ex-Martin Light Railway because of the opposition from the Casual Labour who were awaiting appointment to regular posts and from the recognised Unions The matter was, therefore, reconsidered and it was decided that these staff should be screened by the Eastern Railway and those found fit sent to other Railways except the Eastern, South Eastern and Northeast Frontier Railways. Further action in the matter was taken accordingly.

(b) Only 1 LMF doctor was allocated for Eastern Railway for absorption on *ad hoc* basis and 1445 were allocated for absorption on other Railways.

Conversion of Guntaka-Secunderabad Track into Broad Gauge

1578. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal under consideration to con-

vert the metre gauge railway track into broad gauge between Guntakal and Secunderabad; and

(b) if so, whether it is expected to be taken up during the current financial year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

Uniform method of Pricing Differentials evolved by O.P.E.C.

1579 SHRI RAJDEO SINGH: Will the Minister of PETROLEUM be pleased to state:

(a) whether the Organisation of Petroleum Exporting Countries is trying to evolve a uniform method of establishing pricing differentials for its 13-member countries;

(b) if so, whether the new system of pricing pattern will prevent buyers of crude oil from getting cheap oil from some countries,

(c) whether the different tactics adopted by different oil exporting countries are coming in the way of evolving a uniform pattern of pricing policy, and

(d) whether our purchase price of crude oil is fluctuating from country to country?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b) It is seen from press reports that no final decision has so far emerged on the moves towards evolution of a uniform method of establishing price differentials in the prices of various types of crude oil Earlier, a meeting of OPEC Oil Ministers convened on December 20, 1975, in Vienna to discuss qualit differentials in oil pricing had ended abrupty and lnconconclusively.

(c) Government have no information.

(d) The purchase price of various types of crude oil being imported by India is dependent on the source and the quality of crude oil.

Recruitment of Clerical Staff after 1973

1580 SHRI NATHU RAM AHIRWAR: Will the Minister of RAILWAYS be pleased to state:

(a) number of clerical staff recruited by Railways after 1973;

(b) the number, out of them, belonging to Scheduled Tribes, and

(c) number of posts carried forward as per rosters for Scheduled Tribes, till date?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

यात्रियों से अधिक किराया लेना

1581. श्री शंकर दयाल सिंह : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार को विभिन्न बड़ शहरो के रेलवे स्टेशनो पर टिकटघरो के बाबुओ द्वारा यात्रियो से अधिक किराया लेने या गलत टिकट देने के सम्बन्ध मे शिकायते मिली हैं, और

(ख) यदि हा, तो इस प्रवृत्ति को समाप्त करने के लिये सरकार ने क्या कार्यवाही की है और उसके क्या परिणाम निकले ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह)· (क) जी हा।

(ख) इस काम को समाप्त करने के लिए रेल प्रशासनों द्वारा उठाये गये विभिन्न कदम इस प्रकार हैं ;

(1) प्रत्येक स्टेशन पर बुकिंग खिड़की के निकट एक सुस्पष्ट स्थान पर किराये की सूची लगायी जाती है जिसमें महत्वपूर्ण स्टेशनों का सही किराया दिखाया जाता है।

(2) सूचना पट्ट पर लिखी सूचना के द्वारा यात्रियों को सावधान किया जाता है कि वे टिकट खिड़की छोड़ने से पहले टिकट और रेजगारी के सही होने की तसल्ली कर लें क्योंकि बाद में ऐसी गलती को सुधारना कठिन हो जायेगा।

(3) बुकिंग क्लर्कों को हिदायत है कि जब वे ड्यूटी पर आयें तो अपनी निजी नकदी को एक रजिस्टर में दर्ज करें निरीक्षण के दौरान अधिकारी और पर्यवेक्षक कर्मचारी अकसर इस बात की जांच करते रहते हैं।

(4) ऐसी अनियमितताओं को रोकने के लिए बुकिंग खिड़कियों पर अवसर अचानक छापे मारे जाते हैं।

(5) नियम भंग करने वाले कर्मचारियों के विरुद्ध अनुशासन सम्बन्धी कार्रवाई की जाती है।

Increase in Prices of Petrol and Cooking Gas

1582. SHRI P. M. MEHTA: Will the Minister of PETROLEUM be pleased to state:

(a) how many times during the last two years the prices of petrol and cooking gas have been increased and the percentage of increase each time; and

(b) Whether Government propose to reduce the prices of cooking gas?

THE DEPUTY MINISTER IN THE *MINISTRY OF PETROLEUM* (SHRI ZIAUR RAHMAN ANSARI): (a) A statement is laid on the table of the House.

(b) There are, at present, no proposals to reduce the prices.

STATEMENT

	Petrol (Motor Spirit 83 ON)		Cooking Gas (LPG DOMESTIC)	
With effect from	Basic ceiling Selling price Ex-Bombay (Rs./KL)	Percentage increase	Retail selling Price **Ex-Bombay (Rs. MT)	Percentage increase
2-3-1974	2796·58	..	1451·03	..
18-9-1974	2846·58	1·79	1524·14	5·04
1-3-1975	2944·88	3·45*	..	..
14-7-1975	..	..	1709·15	12·14
1-12-1975	..	..	1883·80	10·21

Remarks

*This increase is on account of enhancement of excise duty.

**The retail selling prices given for Cooking Gas include the local levies and taxes. The number of occasions and the increase in retail prices are those relating to the increase given in the basic prices and excise duties effected by the Central Government.

भाप, डीजल, और बिजली से चलने वाले इंजनों पर व्यय

1583. श्री शिव कुमार शास्त्रीः क्या रेल मंत्री यह बताने की कृपा करेंगे कि.

(क) दिल्ली और हावडा के बीच भाप, डीजल और बिजली के इजनो के चलने पर व्यय का तुलनात्मक विवरण क्या है, और

(ख) वायुदूषण की दृष्टि से भाप और बिजली के इजनो मे से किसने अधिक वायु दूषित होती है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) . (क) भारतीय रेलो मे बडी लाइन पर 1974-75 के दौरान हुए समग्र व्यय के आधार पर, दिल्ली और हावडा के बीच की दूरी के लिए 1000 सकल मीटिरिक टन की ढुलाई के लिए सीधे परिचालन व्यय का हिसाब इस प्रकार लगाया गया है —

(हजार रुपयो मे)

भाप	12.9
डीजल	6 4
बिजली	5 1

(ख) बिजली इजनो की अपेक्षा भाप इजन वातावरण को अधिक दूषित करते है ?

छोटी लाइनों के इंजन

1584. श्री चन्द्रिका प्रसाद : क्या रेल मत्री यह बताने की कृपा करेगे कि ·

(क) क्या डीजल लाकोमोटिव वर्कस मे छोटी लाइन के इन्जनो का उत्पादन बन्द कर दिया गया है, और

(ख) यदि हा, तो इसके क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) · (क) जी नही।

(ख) प्रश्न नही उठता।

Revision of Free Time allowed for Unloading/Tippling of Steam Coal Box Rakes

1585. SHRI M. SUDARSANAM. Will the Minister of RAILWAYS be pleased to state:

(a) whether free time allowed for unloading/tippling of steam coal box rakes has been reduced/revised recently; and

(b) if so, whether any representations have been received against such reduction of the free time and the grounds on which such a reduction of time has been objected to?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) Yes, the freetime allowed for unloading has been reduced with effect from 1 5 75 in respect of groups of 1119 BOX wagons and 20 BOX wagons and over.

(b) Representations have been received against this reduction in free time mainly on the ground that on account of reduction in free time the trade may have to pay higher demurrage charges if the wagons are not released in time

Setting up a Fertilizer Plant at Abu Dhabi

1586 SHRI VEKARIA
SHRI ARVIND M PATEL

Will the Minister of CHEMCALS AND FERTILIZERS be pleased to state

(a) whether there is a proposal for setting up a joint venture fertilizer plant at Abu Dhabi; and

(b) if so, whether any progress has been made in this regard?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P C. SETHI) (a) and (b) Yes, Sir The proposal is under consideration

Linking of Daitari with Jakhpura-Banspani Railway Line

1587 SHRI DEVENDRA SATPATHY Will the Minister of RAILWAYS be pleased to state

(a) which portion of the Jakhpura-Banspani Railway line is going to be taken up with the provision of Rs 100 lakhs made in the Railway Budget for 1976-77;

(b) what further amounts will be required to be provided in the suc-

ceeding years to complete that portion; and

(c) by what year will Daitari be connected by Railway with Jakhpura station?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The intention is to take up the construction of Jakhapura-Daitari portion of the line in the first phase and the entire provision of Rs. 1 crores made in the budget for 1976-77 has been earmarked for this phase.

(b) The detailed estimate of the work (Jakhapura to Daitari) received from the Railway is under scrutiny. About Rs. five crores more shall be required during the succeeding years for opening Jakhapura-Daitari to traffic.

(c) It will take about four years to complete the link from Jakhapura to Daitari subject to the availability of adequate funds.

Jakhpura-Banspani Railway Line

1588. SHRI ANADI CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present position of Jakhpura-Banspani Railway line construction; and

(b) by what time the construction of this Railway line will be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) and (b). Final Location Surveys for the construction of Banspani-Jakhapura rail link have recently been completed. Provision of Rs. 1 crore has been made for the project in 1976-77 and construction work is proposed to be taken up in the coming Financial year. The date of completion of the project would depend upon the availability of funds for the project in the future years.

अधिग्रहण के पश्चात् बर्माशैल के उत्पादन में सुधार

1589. श्री भागीरथ भंवर : क्या पैट्रोलियम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बर्मा शैल कम्पनी के अधिग्रहण के पश्चात, पैट्रोल मिट्टी का तेल, डीजल तथा अन्य उत्पादों के उत्पादन स्तर में सुधार हुआ है और यदि हां, तो कितने प्रतिशत; और

(ख) क्या बर्माशैल तेल शोधक कारखाने के अधिग्रहण के बाद इस समय देश में चल रहे शोधक तेल कारखानों को अशोधित तेल पर्याप्त माला में प्राप्त होता रहेगा ?

पैट्रोलियम मंत्रालय में उपमंत्री (श्री जियाउर्रहमान): (क) बर्मा शैल शोधनशाला को 24-1-76 से सरकारी अधिकार में लिया गया है पहले की अवधि के औसतन विनियोजन की अपेक्षा फरवरी मार्च 1975 के दौरान भारत शोधनशाला को कच्चे तेल का विनियोजन 15 प्रतिशत अधिक किया गया और पेट्रोलियम पदार्थों के उत्पादन में अनुपातक वृद्धि हुई है ।

(ख) प्रत्येक शोधनशालाओं में कच्चे तेल के लिये जाने और उत्पादन प्रणाली का निर्धारण, देश की समस्त मांग और क्षेत्रीय मांग को न्यूनतम विदेशी मुद्रा निकास पर पूरा करने के उद्देश्य से किया जाता है । बर्मा शैल को सरकारी अधिकार में लेने के बाद भी इस सिद्धान्त का अनुसरण किया जा रहा है।

Restoration of Dismantled Lines

1590. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the projects for the restoration of dismantled lines, undertaken during the past three years, alongwith the estimated cost of these projects and the names of the States in which the projects are located; and

(b) the progress made on these works to date alongwith the likely dates of the completion of the projects?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) and (b). A statement is attached.

STATEMENT

Restoration of the following dismantled railway lines has been undertaken during the last three years (i.e since 1973-74). Length, cost progress and target date of completion has been indicated against each of them .—

S. No.	Name of Project	State in which falls	Gauge/Length (in Kms)		Estimated cost (Rs in crores)	Date of sanction	%age of progress upto Jan 1976	Target date of completion
1	Gohana-Panipat	Haryana	BG	43 27	2 28	29-5-73	43%	1-4-78
2	Dalmau-Daryapur	U P.	BG	26·00	1·48	29-5-73	97%	Ready for Opening
3	Saraigarh-Raghopur-Partapganj .	Bihar	MG	23 00	1·61	28-5-73	Opened on 16-6-74	
4	Partapganj-Forbesganj . .	Bihar	MG	41·00	2 86	23-10-73	Opened on 25-8-75	
5	Chhitauni-Bagaha . . .	U P & Bihar	MG	28 41	6 72	9-11-73	6·5%	1-4-80
6	Jalpaiguri-Raldibari . .	West Bengal	BG	21 50	0 44	2-11-73	Opened on 1-12-74	
7	Lataguri-Domohari .	West Bengal	MG	14 10	0 44	2-11-73	Opened on 1-11-74	

Railway level crossings

1591. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) what are the conditions for opening Railway level crossings including those of the State Governments in regions of their location;

(b) the total number of level crossings, zone-wise which are manned and unmanned; and

(c) whether it is proposed to open new manned level crossings?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) Level crossings are provided at Railway's cost at the time of construction of railway line and within ten years of opening of the line. If the necessity of new level crossings arises after 10 years of opening the line, due to construction of new roads or other works, the cost involved (both initial as well as annual recurring maintenance) is required to be borne by the State Government/Road Authority concerned. They are also required to—

(i) furnish a rough sketch of the work and other particulars relevant thereto;

(ii) deposit the required amount to meet the cost of plans and estimates of the work;

(iii) approve the detailed plans and estimates as framed by the railway;

(iv) execute a formal agreement with the Railway; and

(v) make available funds to the Railway to cover the cost of the work.

(b) the number of manned and unmanned level crossings on the Indian Railways as on 31-3-75 is as under:—

Railway	No. of manned level crossings	No. of unmanned level crossings (excluding cattle crossing)
Central . .	1572	1078
Eastern . .	1328	801
Northern . .	2765	3095
North Eastern .	1442	2407
Northeast Frontier .	800	1370
Southern . .	1998	3133
South Central .	1046	2066
South Eastern .	1078	3332
Western . .	2717	4967
Total . .	14,746	22,249

(c) The Railways are prepared to consider the provision of new level crossing—manned/unmanned where considered inescapable subject to site conditions being favourable, provided the State Government/concerned Road Authority sponser specific proposal together with an undertaking to bear the cost involved i.e., initial as well as annual recurring charges.

Utilisation of wagon capacity

1592. SHRI SHASHI BHUSHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present wagon capacity of Indian Railways;

(b) whether the wagon capacity has been fully utilised during the last year; and

(c) if not, the percentage of utilization and the efforts made to make full utilization of this capacity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) On the assumption that the Hon'ble Member is referring to the total number of wagons on the Railways, the information (as on 31-3-75) is given below:

Gauge	No. of wagons
B.G.	294,641
M.G.	90,952
N.G.	5,378
Total . .	390,971

(b) The capacity has been fully utilised to meet all demands of traffic on a current basis.

(c) Does not arise.

Fall in loss to Central Railway

1593. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a significant fall in the loss to Central Railway during the last 8 months which used to result due to pilferage and wagon breaking;

(b) if so, the facts thereof; and

(c) what further steps are proposed to be taken to check the loss on this account?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The following comparative figures of pilferage and wagon breaking show fall in the loss of Central Railway during the last 8 months:—

Period	No. of cases registered	Value of property lost (in Rs.)	Value of property recovered (in Rs.)	Compensation claims paid (in Rs.)
1-7-74 to 28-2-75	241	2,92,734	76,257	81,86,137
1-7-75 to 29-2-76	153	148,496	41,062	65,26,607

(c) The following preventive measures have been taken to combat such incidents on this Railway:—

1. The use of the security devices on the wagons and luggage vans *viz.* E.P. locking, pad locking, rivetting, bolting, etc. is being carefully enforced.

2. Pickets are being deployed at all vulnerable yard and black sectors which are prone to crime.

3. Action has been taken to detain known receivers of stolen property and habitual criminals under MISA.

4. Most of the goods trains are being escorted by Railway Protection Force over vulnerable sections.

5. Strict watch is being kept on goods and parcels passing through Gates.

6. R.P.F. Dog Squad has been deployed to Patrol vulnerable yards.

रेल लाइनों को बड़ी लाइन में बदलने के ठेके देने का आधार

1594. **श्री जनेश्वर मिश्र :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) पूर्वोत्तर रेलवे में मीटर गेज लाइनों को ब्राडगेज लाइन में बदलने के कारण काम में कहां तक प्रगति हुई है ;

(ख) क्या रेलवे के पुराने ठेकेदारों ने काम में जानबूझ कर विलम्ब किया था ; और

(ग) इस रेल लाइन को बदलने के काम का ठेका किस आधार पर दिया गया था ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह): (क) पूर्वोत्तर रेलवे द्वारा निम्नलिखित लाइनों का मीटर गेज लाइन से बड़ी लाइन में आमान परिवर्तन किया जा रहा है/करने की अनुमति दी गयी है :—

(i) बाराबंकी-समस्तीपुर लाइन को बड़ी लाइन में बदलने का काम जारी है। समस्तीपुर से मुजफ्फरपुर तक के खण्ड का आमान परिवर्तन पहले ही हो चुका है और उसे यातायात के लिए खोला जा चुका है। मुजफ्फरपुर से सोनपुर तक के खण्ड को यातायात के लिए अप्रैल, 1976 में खोल दिये जाने की आशा है। इस परियोजना पर कुल वास्तविक काम 40 प्रतिशत हो चुका है।

(ii) समस्तीपुर-दरभंगा लाइन को मीटर लाइन से बड़ी लाइन मे बदलने का काम एक स्वीकृत काम है। इस परियोजना का संशोधित अनुमान तैयार करने के लिए अंतिम स्थान-निर्धारण सर्वेक्षण किया जा रहा है।

(ख) जी नहीं।

(ग) आमान-परिवर्तन के उपर्युक्त काम (जारी काम) के ठेके खले टेंडरों के आधार पर दिये गये थे।

मध्य प्रदेश में नये रसायनिक उद्योग की स्थापना करना

1595. **श्री गंगा चरण दीक्षित :** क्या रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि चालू योजनावधि में मध्य प्रदेश मे कितने नये रसायन उद्योग खोले जायेंगे ?

रसायन और उर्वरक मंत्री (श्री पी० सी० सेठी) : सूचना एकत्र की जा रही है और सभा पटल पर प्रस्तुत की जायेगी।

मध्य प्रदेश में ऊपरी पुल

1596. श्री गंगाचरण दीक्षित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में वर्ष 1973-74 1974-75 और 1975-76 में (दिसम्बर, 1975 तक) रेल लाइनों के ऊपर कितने पुलो का निर्माण किया गया :

(ख) इस समय कितने ऊपरी पुल निर्माणाधीन हैं ;

(ग) उन पर कितने व्यय का अनुमान है; और

(घ) इनके कब तक पूरा हो जाने की संभावना है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह): (क) मध्य प्रदेश मे वर्ष 1973-74, 1974-75 और 1975-76 मे (दिसम्बर 1975 तक) हिस्सा लागत के आधार पर विद्यमान समपारो के स्थान पर निम्नलिखित ऊपरी सडक पुलो का निर्माण किया गया है :—

वर्ष		
973-74	—	एक
1974-75	—	कोई नही
1975-76	—	एक

(ख) कुछ नही।

(ग) और (घ). ऊपर भाग (ख) के उत्तर को देखते हुए प्रश्न नहीं उठता।

मध्य प्रदेश को पेट्रोलियम उत्पादों की सप्लाई

1597. श्री गंगाचरण दीक्षित : क्या पैट्रोलियम मंत्री यह बताने की कृपा करेगे. कि

(क) मध्य प्रदेश को गत एक वर्ष के दौरान कुल कितनी मात्रा मे भट्टी के तेल, डीज़ल और मिट्टी के तेल की सप्लाई की गई; और

(ख) क्या वर्ष 1975 के पहले छ. महीनो के दौरान की गई सप्लाई की तुलना मे अन्तिम छ महीनो मे इन पदार्थों की सप्लाई मे कोई वृद्धि की गई है ?

पैट्रोलियम मंत्रालय में उपमंत्री (श्री जिया-उर्रहमान) : (क) और (ख). भारतीय तेल निगम द्वारा 1975 के दौरान मध्य प्रदेश मे किया गया विक्रय निम्न प्रकार है —

उत्पाद	1975 के दौरान विक्रय (हजार मीटरी टनो मे)
मिट्टी का तेल	99.9
हाई स्पीड डीजल	259 2
लाईट डीजल	4 3
भट्टी का तेल	62.9

जनवरी-जून 1975 और जुलाई-दिसम्बर 1975 के दौरान मध्य प्रदेश में विक्रय का विवरण निम्न प्रकार है :—

अवधि	मिट्टी का तेल	एच एस डी	(हजार मीटर टनों में से) एल डी ओ	एफ.ओ
जनवरी—जून 1975	51.6	134.8	2.0	27.5
जुलाई-दिसम्बर, 1975	48.3	124.4	2.3	35.4
कुल	99.9	259.2	4.3	62.9

पहले अर्ध के अपेक्षा मिट्टी के तेल और हाई स्पीड डीजल के विक्रय मे कमी हुई और लाईट डीजल और मट्टी के तेल के विक्रय मे वृद्धि हुई है।

मध्य प्रदेश में गैस एजेंट

1598. **श्री गणी चरण दीक्षित** क्या **पैट्रोलियम** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1974-75 मे मध्य प्रदेश मे कितने कुकिंग गैस एजेंट काम कर रहे थे और वर्ष 1975-76 मे कितने नये एजेंट नियुक्त किये गये , और

(ख) उक्त अवधि मे मध्य प्रदेश मे बेरोजगार इजीनियरो, अनुसूचित जातियो और अनसूचित आदिमजातियो के व्यक्तियो और भूतपूर्व सैनिको को कितनी एजेंसिया अलाट की गई ?

पैट्रोलियम मंत्रालय में उपमंत्री (श्री जियाउर्रहमानअं सारी) (क) और (ख). वर्ष 1974-75 मे मध्य प्रदेश मे कुकिग गैस एजेंटो की सख्या नीचे दी गई है:—

आई ओ सी 16

काल्टेक्स 2 (इसमे एक छूटग्राही शामिल है)

एच पी सी 14 (इस मे उप एजेन्ट शामिल हैं)

भारत रिफाइनरीज 4 (इसमे एक उप एजेन्ट शामिल है)

नीति के अनुसार केवल इण्डियन आयल कारपोरेशन 'सामाजिक उद्देश्य' योजना के अधीन विभिन्न वर्गों को अपनी एजेंसियो का आबटन करता है । 1975-76 के दौरान इण्डियन आयल कारपोरेशन ने मध्य प्रदेश मे इण्डेन गैस वितरको को पाच नियुक्ति पत्र जारी किए जिनमे तीन डिफेन्स योजना के अधीन जारी किए गए थे और एक पत्र अनुसूचित जाति/अनुसूचित जनजाति के लोगो को डीलरशिप देने के योजना के अधीन जारी किया गया था। बेकार रोजगार स्नातको/इजीनियरो को एजेन्सिया देने के लिए इण्डियन आयल कारपोरेशन की योजना दिसम्बर, 1971 से निलम्बित है ।

1975-76 के दौरान मध्य प्रदेश मे अन्य तेल कपनियो द्वारा कोई नई एजेन्सिया नही दी गई थी ।

Proposal to improve condition of stations between Cannanore and Trivandrum

1599. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of railway stations between Cannanore and Trivandrum are very old and without proper facilities; and

(b) if so, the salient features of the proposals to improve the condition of these stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The stations on this section have been remodelled/renovated as per necessity from time to time and are in good condition and are being properly maintained. All the basic amenities are provided at these stations and for the convenience of the passengers additional facilities as per requirement, are also being provided on a programmed basis in consultation with Railway Users' Amenities Committee.

There are 97 stations between Cannanore and Trivandrum. At 47 stations various works of augmentation of amenities, as per requirements, such as improvement to waiting sheds, platforms, latrines, refreshment rooms, drainage, lighting, public information system, approach roads, and circulating area as also the works of raising/extending/widening/surfacing of plantform, provision of water cooler, foot over bridges are in the various stages of progress/programme at a cost of about Rs. 47.75 lakhs.

In 18 of these stations, these facilities including provision of new goods shed at 3 stations and new station buildings at 4 stations are being provided as part of the various doubling/conversion schemes.

In addition on 27 other stations, similar facilities (including provision of new goods shed at stations and new station buildings at 3 stations) are in progress/programmed under the various doubling/conversion schemes.

Development of a herb for oral contraceptives by National Botanical Garden, Lucknow

1600. SHRI TRIDIB CHAUDHURI: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the attention of Government has been drawn to the news item published by Samachar on the 22nd February, 1976 that the National Botanical Gardens, Lucknow has developed a complete know how for the mass production of elite clones of the herb 'Dioscura Floribunda' which is the source of Diosgenin, the active ingredient of oral contraceptives; and

(b) whether Government have evaluated and assessed the possibilities of commercial exploiting of this new technique through their own experts?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Yes, Sir.

(b) National Botanical Gardens has developed a method for mass propagation of 'Dioscroea Floribunda' one of the commercial sources of Diosgenin by tissue and organ culture and there is every possibility of industrial exploitation of this method. The mode and agency for exploitation of this method are under active consideration of Government.

Refrigerated Rail Vans for Fish

1601 SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) the existing number of refrigerated rail vans in the country for the transportation of fish and the routes on which these vans are moving; and

(b) the steps taken to increase the refrigerated rail vans facilities for the transportation of fish?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) There are seven refrigerated rail vans and one insulated rail van on the Broad Gauge and four refrigerated vans on the metre. Gauges for transport of fish The Broad Gauge vans are alloted to South Eastern Railway for transport of fish over Palasa—Howrah Section Out of the four Metre Gauge vans, two each are allotted to the Southern Railway and the Western Railway.

(b) Six additional refrigerated rail vans are at present under construction Steps are also being taken to improve the utilisation of the existing vans.

Abolition of Dining Cars on through trains

1602. SHRIMATI ROZA DESHPANDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry is thinking of discontinuing dining cars on through trains and if so, the reasons therefor; and

(b) the procedure followed for giving contracts for supply of food for the passengers at various stations and method adopted for checking the quality of food supplied in the Railways?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Catering/Vending contracts at Railway stations are awarded by calling for applications through advertisements The applications received are scrutinised by a Screening Committee, who recommend a suitable candidate for allotment of the contract after taking into consideration the experience, financial position etc.

Frequent inspections are made by officials to ensure service of good quality food.

Agents of Cooking Gas in Delhi

1603. SHRI BIRENDER SINGH RAO: Will the Minister of PETROLEUM be pleased to state:

(a) the names and addresses of agents of Cooking Gas in Delhi/New Delhi appointed by the Indian Oil Company and the Hindustan Petroleum Company; and

(b) the number of customers being served by each agency?

THE MINISTER OF PETROLEUM (SHRI K. D MALAVIYA): (a) and (b) The information is given in the statement laid on the Table of the House [*Placed in Library. See* No. LT-10574/76]. Attempts are being made to reduce the number wherever they are considered to be excessive.

Oil Exploration by American Groups of Curlshery Natomas in Bengal Basin

1605. SHRI ISHAQUE SAMBHALI:
SHRI CHINTAMANI PANIGRAHI:

Will the Minister of PETROLEUM be pleased to state:

(a) whether the American group of Curlshery Natomas companies which

is drilling in the Bengal off-shore basin has struck oil there; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). Except for a minor show of oil mixed with water at a depth of about 6000 feet, there has been no oil strike in the Bengal-Orissa off-shore basin so far. The name of the Group is Carlsberg India Group of which Natomas Company is the Operator.

Recovery of Rs. 10,000 from Provident Fund of Employees after June, 1975

1606 SHRI SAROJ MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) in how many cases recovery of Rs. 10,000 and above have been made from the Provident Fund of railway employees after June, 1975 and the reasons therefor, separately in each case;

(b) whether the employees were given any hearing before these recoveries were made;

(c) whether there has been any appeal about these recoveries and if so, how they have been dealt with; and

(d) whether any employee has gone to court of law and if so, what has been the verdict?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Stocks of Complex and Phosphatic Fertilizers

1607. SHRI INDRAJIT GUPTA:
SHRI TRIDIB CHAUDHURI:
SHRI S. A. MURUGANANTHAM:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the stocks of complex fertilisers and phosphatic fertilisers are unbearably high;

(b) if so, the reasons thereof; and

(c) what steps Government have taken to clear these stocks?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI: (a) The stock with manufacturers as on 1-3-1976 is estimated at 1.52 lakh tonnes of nitrogen and 0.82 lakh tonnes of phosphate; this stock represents about four weeks of production of nitrogen and 12 weeks of production of P 205 at current levels of production and is on the high side. Stock of imported fertilizers is estimated at 2.18 lakh tonnes of P 205 as on 1st February, 1976.

(b) The poor off-take of phosphatic fertilizers, which has resulted in accumulation of stocks with the manufacturers, was due mainly to the price factor.

(c) Government have taken a series of measures to improve the off-take of fertilisers. These include:—

(i) Reduction in the duty of imported phosphoric acid from 30 per cent to 15 per cent with effect from 1st December 1975;

(ii) Reduction in the excise duty on single super-phosphates from 15 per cent to 7-1/2 per cent with effect from 1st December, 1975

(iii) Reduction in the price of muriate of potash (MOP) from Rs. 1065 to Rs. 900 per tonne with effect from 16th March, 1976.

(iv) Reduction in the price of phosphatic fertilizers to the extent of Rs. 1250 per tonne of P 205 with effect from 16th March, 1976.

The manufacturers have voluntarily effected further reductions in the price of their products and have agreed to pass on the full benefit of the above reliefs to the consumers. It is expected that these measures would help improve the off-take of phosphate fertilizers.

Scheme for linking up BAK Loop Line of Howrah Division (Eastern Railway)

1608. SHRI TRIDIB CHAUDHURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme under consideration of the Railway Board for linking up the BAK loop line of the Howrah Division of Eastern Railway on the right bank of river Hooghly-Bhagirathi with the Lalgola-Sealdah Section of the Sealdah Division of the same Railway running along the left bank of the river below Azimgunge Junction of BAK loop; and

(b) if so, at what stage the proposal stands and is there any chance of taking it up for implementation soon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A survey has been carried out for construction of another bridge across Bhagirathi. The decision on this would depend upon the possibility of strengthening of the existing Jubilee Bridge between Bandel and Naihati, which is being investigated separately.

Track renewal of Lalgola Section of Sealdah Division (Eastern Railway)

1609. SHRI TRIDIB CHAUDHURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the programme for railway track renewal of the Lalgola Section of the Sealdah Division of Eastern Railway above Ranaghat junction taken in hand sometime back has been completed; and

(b) if not, when it is likely to be done?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The work is in progress and programmed during 1975-76. It is likely to be completed by the end of next year.

Court Verdict on Payment of Arrears of Wages and reinstatement of Casual Labour

1610. SHRI DASARATHA DEB: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Casual Labour (zone-wise) who were victimised as a result of May, 1974 strike;

(b) how many of them (zone-wise) went to courts and were reinstated as a result of court verdict;

(c) what amount had to be paid to them as arrears of wages (zone-wise); and

(d) how many of them (zone-wise) have since been removed from service once again and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Functioning of Hospital at Itarsi Yard

1611. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether foundation stone of a Hospital building was laid at Itarsi Bhilakhedi Yard;

(b) whether the building has been constructed and Hospital started functioning; and

(c) if not, how people of the yard are getting medical aid?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) No.

(c) The people of the Bhilakhedi Yard are getting medical facilities through a full time dispensary, located in a type IV quarter, in the above yard, under the charge of an Assistant Divisional Medical Officer.

Casual Labourers in Railways

1612. SHRI DINESH JOARDER: Will the Minister of RAILWAYS be pleased to state:

(a) the number of casual labourers engaged in the Railways (zone-wise) in project and non-project work;

(b) how many of them have been given temporary status or regular scales of pay;

(c) whether such workers have been in service for more than 4 months and artificial breaks have been imposed on them to deny the temporary status; and

(d) whether the aggrieved casual labourers have any machinery to bring their grievances about non-implementation of the existing orders for redressal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) A statement is attached.

(b) Under the rules, Casual labour employed on the open line only are granted temporary status and regular scales of pay after four months continuous service. Information regarding the number of such casual labour is being collected and will be laid on the Table of the Sabha.

(c) Instructions exist to the effect that no artificial breaks should be imposed to deny temporary status and if any complaint of violation of these instructions is made, it is looked into.

(d) Grievances of casual labour are brought up at periodical meetings of the Permanent Negotiating Machinery. Complaints received through Members of Parliament or otherwise are also carefully looked into and appropriate action taken.

STATEMENT

Railway	No. of labour casual employed on Project work as on 31-3-1975	No. of labour casual employed on works other than Projects as on 31-3-1975
Central	9,702	30,531
Eastern	3,843	22,974
Northern	8,271	36,237
North Eastern	20,162	10,196
Northeast Frontier	1,589	2,311
Southern	10,750	18,466
South Central	5,923	[8,744
South Eastern	5,804	19,497
Western	12,485	11,364
Total	78,529	1,60,320

New Railway Workshop at Bhilakhedi Yard at Itarsi

1613. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) the extent of vacant lands in Bhilakhedi Yard at Itarsi, and

(b) whether a Railway workshop is proposed to be located there in future specially because Itarsi Junction is centrally situated and can cater for the needs of major portions of central and eastern parts of Western Railway?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) About 17 acres of land is lying vacant in Bhilakhedi Yard, Itarsi.

(b) There is no proposal for locating a Railway Workshop in this yard in the near future, but this land is required for future staff quarters.

Grant of Hearing to Railway Employees removed after May, 1974 Strike

1614. SHRI SAMAR MUKHERJEE:
DR. SARADISH ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Supreme Court, while deciding civil Appeal No. 1664 of 1974 stated *inter alia* that the authorities before passing orders under Rule 14 of the Discipline and Appeal Rules should consider all aspects of the case and such consideration will not be complete unless the delinquent employee is given a hearing;

(b) whether this principle, which is termed as "fair play and justice" by the Supreme Court was observed in all cases of employees removed after May, 1974 strike; and

(c) if not, whether Government have taken any decision to review all cases in the light of the Supreme Court judgment and re-instate the workers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) In regard to the Civil Appeal Number 1664 of 1974 relating to action taken under Rule 14(i) of the Disciplinary and Appeal Rules the Supreme Court have ruled that the Disciplinary Authority should either consider the circumstances or hear the delinquent employees on the limited points as to the nature and extent of the penalty to be imposed, if at all.

(b) and (c). In three appeals field by the Union of India relating to Rule 14(i), the Supreme Court have granted conditional stay and the appeals are still pending. After a decision is reached on these appeals, the question of review with regard to other cases under Rule 14(i), will be considered.

Estimate of Production by Fertilizer Industry

1615. SHRI HARI SINGH: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the fertilizer industry in the public sector has not yet estimated the production for the year 1976-77;

(b) whether the production of various fertilizers in the country is going down; and

(c) if so, the reasons therefor?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) Public Sector units have furnished their estimates of production for 1976-77.

(b) and (c). Production of nitrogen in 1975-76 registered an increase of 30 per cent over the level achieved in 1974-75. Production of P-205 is, however, marginally lower than in 1974-75 and this is due mainly to the lower off-take, particularly of superphosphate.

Extension of Electric Traction upto New Delhi

1616. SHRI H. N. MUKERJEE:
SHRI SHIV KUMAR SHASTRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Howrah-Khurja Electric traction was extended upto Ghaziabad recently;

(b) if so, how long would it take to extend electric traction upto New Delhi; and

(c) how far this would reduce the hours of travel in railways from Delhi to Howrah?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) By December, 1976.

(c) On diesel hauled trains between Tundla and New Delhi/Delhi there will be no appreciable reduction in the running time. So far as the steam hauled trains are concerned, the main advantage would be increase in the load of the trains and the saving in time will not be substantial.

Railway Accident near Jaunpur

1617. SHRI M. RAM GOPAL REDDY:
SHRI K. LAKKAPPA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a railway accident occurred on 11th February, 1976 near Jaunpur;

(b) if so, the number of casualties; and

(c) whether any enquiry has been conducted into the causes of accident and if so, the findings thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Presumably the reference is to the collision of Mughal-Sarai-Lucknow passenger train with the rear portion of 712 Down goods train at Zafrabad station on 11th February, 1976.

(b) This accident did not involve any casualty.

(c) Yes. The accident was due to failure of railway staff.

Increase in Productivity of Railway Workshops (CLW|DLW|ICF)

1618. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the extent of increase in productivity of the Railway workshops viz CLW|DLW|ICF during the last year; and

(b) whether the workers have been granted any increase in wages on account of increasing productivity?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The extent of increase in productivity in C.L.W., D.L.W., and I.C.F. during 1975-76 is as under:—

C.L.W.—The increase in productivity during 10 months of 1975-76 as compared to the corresponding period of 1974-75 is of the order of 25 per cent.

D.L.W.—The increase in productivity in manufacture of Diesel Engines during 11 months of 1975-76 as compared to 1974-75 is of the order of 28 per cent.

I.C.F.—The productivity index during 1975-76 (11 months) was 1.50 compared to 1.47 during 1974-75 and thus the increase in productivity is about 2 per cent compared to 1974-75.

(b) No increase in wages has been granted. However, production staff earn incentive bonus in addition to their salary and is proportional to increase in productivity of each worker.

Recoveries from Wages of Employees for excess consumption of Coal

1619 SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) in how many cases recoveries have been made during 1975 from the wages of employees on the ground of excess consumption of Coal (Zone-wise);

(b) the total amount thus recovered from the employees during 1975 (Zone-wise); and

(c) whether the employees concerned were given a hearing before the recoveries were made?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). A statement is attached.

Statement

S. No.	Railways	No. of cases in which recoveries were made during 1975 from wages of employees for excess consumption of coal (Zone-wise)	The total amount recovered from employees during 1975 (Zone-wise); and	Whether the employees were given hearing before the recoveries were made?
(1)	(2)	(3)	(4)	(5)
			Rs.	
1.	Central	Nil	Nil	Employees concerned were given opportunity to explain for excess consumption before making these recoveries. Requests for personal hearing were also complied with wherever employees had asked for it.
2.	Eastern	537	71,521·63	
3.	Northern . . .	28	9,412·00	
4.	N Eastern . . .	110	14,262·36	
5.	N Frontier . . .	144	18,553·09	
6.	Southern . . .	4	488 60	
7.	S Central . . .	990	56,394·52	
8.	S Eastern . .	714	64,755·12	
9.	Western . . .	Nil	Nil	
	Total . .	2527	2,35,387·32	

Jobs to Women in Railways during International Women's Year

1620. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state the number of jobs provided to women, during International Women's Year in Railways, category-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): Information is being collected and will be laid on the Table of the Sabha.

Jobs provided to Sons of Loyal Workers (South Eastern Railway)

1621. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of jobs provided by Railways, to the sons of loyal workers who served during All India Railway strike in May, 1974; and

(b) whether the pending cases of employment in Chakardharpur Division of South Eastern Railway relating to the persons who risked their lives and served the Railways have been disposed off?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) About 12,250 appointments have been made upto 1st March, 1976.

(b) Pending cases received prior to 31st December, 1975 will be finalised by 31st March, 1976.

Remittances by Foreign Oil Companies

1622. SHRI SOMNATH CHATTERJEE: Will the Minister of PETROLEUM be pleased to state:

(a) total amount remitted abroad by each foreign oil company under each head, year-wise during the last 3 years;

(b) whether Government are considering to reduce equity of the foreign company named Oil India Limited; and

(c) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) The required information is given in the statement attached.

(b) and (c). Negotiations regarding the take over of the assets and operations of Oil India Ltd., are in progress.

Statement

Year	Profit/ Dividend (Rs./lakhs.)	H.O./ Expenses	Tech/ Engg.	Royalty	Wax Proceeds	Capital amount	Interest amount	Remarks
1	2	3	4	5	6	7	8	9
				(1) CALTEX OIL REFINING (INDIA) LIMITED				
1972	66·09	..	.	..	..	..	..	..
1973	..	..	..	..	..	..	..	..
1974	..	..	.	..		.	..	..
				(2) CALTEX (INDIA) LIMITED				
1972	71·47	..	.	..	..	.	..	..
1973	..	..	..	..	..	.	..	..
1974	113·85	..	..	..	..	..	..	..
				(3) ASSAM OIL COMPANY LTD.				
1972	..	..	..	..	..	£60,300	£15,758·98	..
1973	..	..	..	..	..	£40,200	£3,743·55	..
1974	@27·58	..	..	..	..	£40,200	£7,989·41	..
				(4) BURMAH-SHELL REFINERIES LTD.				
1972	108·24	..	..	..	.	..	..	..
1973	47·14	..	..	..	..	..	..	..
1974	18·17	..	..	..	..	..	..	..
				(5) BURMAH-SHELL OIL STORAGE & DIST. CO. OF INDIA LTD.				
1972	..	..	..	..	..	..	..	..
1973	..	..	..	..	..	..	..	..
1974	130·89	..	..	..	..	..	..	..

@ First instalment of repayment of dividend received from Oil India Ltd., for the year 1964.

Profits earned by Foreign Drug Firms

1623. SHRI SOMNATH CHATTERJEE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) gross profits earned by each foreign-controlled drug firm operating in India, year-wise, during the last three years;

(b) gross profit as percentage of net worth in the case of each of these firms, year-wise, during the last three years; and

(c) whether Government are considering to impose ceiling on profits earned by these foreign drug firms?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). The information is being collected and will be laid on the Table of the House.

(c) The Committee on Drugs and Pharmaceutical Industry has made certain recommendations in regard to ceiling on profits with reference to the fixation of prices of bulk drugs and formulations for all drug manufacturing firms. These recommendations are under consideration of Government and a decision is likely to be taken soon.

Production of various Chemical Fertilizers

1624. SHRI SOMNATH CHATTERJEE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) total production, in terms of value as well as quantity, of each variety of chemical fertilizer, year-wise, from 1972-73 to 1974-75;

(b) total import, in terms of value as well as quantity, of each variety of chemical fertilizer, year-wise, from 1972-73 to 1974-75; and

(c) respective shares of the public and private sector plants in the total production, year-wise from 1972-73 to 1974-75?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-10575/76].

Expenditure on Construction of New Railway Lines during Last Three Years

1625. SHRI SOMNATH CHATTERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) total expenditure incurred by Government in each railway, on account of expansion of railway facilities in the country, year-wise, from 1971-72 to 1974-75;

(b) Railway-wise share of construction of new lines in this total year-wise, from 1971-72 to 1974-75;

(c) whether share of construction of new railway lines in the total expenditure (in percentage terms) has recorded steep fall during this period; and

(d) if so, factors responsible for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (d). A Statement is laid on the Table of the House [*Placed in Library. See* No. LT-10576/76]

Fertilizer Factory at Trombay

1626. SHRI SHANKERRAO SAVANT: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state what spade work has been done for setting up the fertilizer factory at Trombay and when is the factory likely to be commissioned?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): The Fertilizer Corporation of India has an operating unit at Trombay with a capacity to manufacture 81,000 tonnes of nitrogen and 36,000 tonnes of P205. The Corporation is currently implementing an expansion project called Trombay IV which is designed to produce 75,000 tonnes of nitrogen and 75,000 tonnes of P205 per annum. This project is expected to be commissioned by the end of 1977. The Corporation is also taking up for implementation a further expansion called Trombay V for the manufacture of 152,000 tonnes of nitrogen per annum.

Thefts in Railways and Railway Compounds

1627. SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) how many incidents of thefts have taken place in the Railways and Railway compounds during 1975-76;

(b) the total amount involved in those thefts; and

(c) how much property has been recovered and how many offenders have been brought to book?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Passenger and Goods Traffic to and from Koraput District on D.B.K. Line

1628. SHRI DEVENDRA SATPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal was received from Orissa Government for allowing passenger and goods traffic to and from Koraput district on the D.B.K. railway line; and

(b) if so, the salient features of the decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Due to limitation of capacity to handle projected iron ore traffic on this line, for which it was primarily constructed, there is no proposal at present for opening this section for general goods traffic. However, the question of providing limited passenger service is currently under consideration.

Utilization of Line Capacity for Carrying Goods Traffic

1629. SHRI D. D. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the line capacity of the Railways for carrying goods traffic is expected to be fully utilised in the coming two years; and

(b) if so, the basis of these expectations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b) The line capacity and the level of its utilisation differs from section to section.

The utilisation of line capacity on all trunk routes and other important sections is likely to continue to be high, in the coming two years, in view of the anticipated growth of traffic.

Railways contribution to State Transport Undertakings

1630. SHRI D. D. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have paid their share of contributions to State Transport Undertakings in all the States;

(b) if so, the figures thereof for the current financial year;

(c) whether Railway will pay further contributions to these undertakings during the next financial year for expansion of their fleet; and

(d) if so, the facts thereabout?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The Central Government through the Ministry of Railways have contributed about Rs. 48 crores as capital investment upto the end of 1975-76, including Rs. 10 crores contributed in the current financial year to fifteen State Road Transport Corporations incorporated under State Road Transport Corporation Act 1950. Due to paucity of funds about Rs. 13 crores have accrued as arrears at the end of the year 1975-76.

(c) and (d). A sum of Rs. 10 crores has been provided in the Railway Budget Estimates for the year 1976-77 for capital investment in the State Road Transport Corporations.

Catering Service on Indian Railways

1631. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have recently undertaken special drive to improve catering services on Indian Railways;

(b) if so, the number of surprise checks conducted, zone-wise and the number of cases involving service of sub-standard food detected on the Railways;

(c) whether the quality of food served on the main lines of the Central Railway still continues to be substandard; and

(d) if so, the steps taken or proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The zone-wise number of surprise checks and cases involving service of sub-standard food detected are as under:—

Railway	No. of surprise checks	No. of cases involving service of sub-standard food detected
Central . .	121	Nil
Eastern . .	209	Nil
Northern . .	168	4
North Eastern .	220	115
Northeast Frontier .	293	8
Southern . .	597	Nil
South Central .	260	6
South Eastern .	421	20
Western . .	1983	105

(c) No.

(d) Does not arise

उर्वरकों का उत्पादन बढ़ाने के लिए विदेशों से ऋण

1632 श्री लालजी भाई : क्या रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में उर्वरकों का उत्पादन बढ़ाने के लिए भारत को आगामी वर्ष में विदेशों और अन्तर्राष्ट्रीय विकास एसोसिएशन से ऋण मिलेगा ; और

(ख) यदि हां, तो उन देशों के नाम क्या हैं तथा उर्वरकों का उत्पादन बढ़ाने के लिए सरकार ने क्या योजना बनाई है ?

रसायन और उर्वरक मंत्री (श्री पी० सी० सेठी) : (क) और (ख). चालू प्रायोजनाओं के लिए उचित वित्तीय

बन्ध सुनिश्चित किये गये हैं और इन प्रायोजनाओं के लिए आगामी वर्ष के दौरान भी सहायता उपलब्ध होगी। इस के अतिरिक्त पश्चिम जर्मनी के साथ गुजरात राज्य उर्वरक कम्पनी में तथा विश्व बैंक के साथ फूलपुर में इफिको की प्रायोजना में धन लगाने के लिये प्रबन्ध सुनिश्चित किये गये हैं। कार्यान्वियन को जाने वाली ट्राम्बे प्रायोजना के लिये विदेशी मुद्रा लागत के लिए वित्तीय प्रबन्धों मे किसी बाधा का अनुमान नहीं है।

गत तीन वर्षों के दौरान वसूल किया गया जुर्माना

1633 **श्री लालजी भाई :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1973-74 और 1975 के दौरान अलग-अलग देश मे निर्धारित समय से आगे रेलवे वैगनों को भरने के कारण कितना जुर्माना (व्हार्फेज) वसूल किया गया ;

(ख) अभी कुल कितना जुर्माना वसूल किया गया है, और

(ग) बकाया जुर्माना कब तक वसूल किया जायेगा तथा उसको वसूल करने के लिए क्या कार्यवाही की गई है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह): (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

राजस्थान बिजली बोर्ड की ओर देय विलंब शुल्क

1634. **श्री लालजी भाई :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान बिजली बोर्ड के नाम विलंब शुल्क के रूप में 16,05,573 रुपये की राशी बकाया है,

(ख) क्या राजस्थान बिजली बोर्ड का लगभग 60 से 70 लाख रुपये का माल राजस्थान के विभिन्न रेलवे स्टेशनों पर पड़ा हुआ है, और उस पर प्रतिदिन 30 40 हजार रुपए का विलंब शुल्क लग रहा है, और

(ग) यदि हां, तो बकाया विलम्ब शुल्क वसूल करने के लिये सरकार क्या कार्यवाही कर रही है ?

रेल मंत्रालय में उपमंत्री (श्री बूटा सिंह) : (क) से (ग) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

Surplus Crude from Assam to Barauni

1635. SHRI ARJUN SETHI: Will the Minister of PETROLEUM be pleased to state:

(a) whether any compromise is contemplated to settle the issue of oil and gas royalties, in order to bring the surplus crude from Assam to Barauni and then by a pipeline to Haldia either for the use there or for shipment to the coastal refineries; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) and

(b). The question of revision of rates of royalty on crude oil and gas is under consideration. Crude oil from Assam is already being processed at Barauni Refinery. There is no proposal at present for transporting crude oil from Assam to Haldia or to any other coastal refinery.

Import of Crude Oil

1636. SHRI C. K. CHANDRAPPAN: Will the Minister of PETROLEUM be pleased to state:

(a) whether in order to meet the demand of 24 million tonnes of crude oil in the country Government have to import about 14.5 million tonnes from abroad;

(b) if so, the names of countries which are exporting crude oil to India and broad features thereof;

(c) how much money Government are spending on import of oil from abroad; and

(d) how much Government have so far spent on oil exploration, offshore and onshore?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): (a) Taking into account the indigenous production of the order of 9.47 million tonnes and the import of products, it is expected that 13.5 million tonnes of crude would be imported during 1976-77.

(b) Following arrangements have so far been finalised for the import of crude oil during 1976:—

Name of the Country	Quantity in million tonnes
UAE	1
Saudi Arabia . . .	1.1

These supplies have been arranged on a bilateral basis. It is not in the public interest to disclose other details.

Requirements of import of crude oil during 1976 in the case of Madras Refineries Limited are covered in terms of their long term agreement for crude supplies from Iran. Supplies of Arabian crude to Hindustan Petroleum Corporation Ltd. are covered under their crude supply agreement with Exxon. Arrangements for supply of crude oil during 1976 from a few other sources are in different stages of negotiation.

(c) The information in respect of import of crude oil and petroleum products is given below:—

Year	Value (Rs./crores)
1973-74	540.88
1974-75	1120.85 (Provisional)
1975-76(upto Jan. 76)	949 40 (Provisional).

(d) The Oil and Natural Gas Commission have spent on Exploration surveys and drilling an amount of Rs. 412.39 crores upto February, 1976 both on land and off-shore.

Oil India Ltd., has incurred an expenditure of Rs. 1161.17 lakhs upto the end of 1975 on exploration in its areas in Assam and Arunachal Pradesh.

Unfair Trade Practices by Companies

1638. SHRI SARJOO PANDEY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the particulars of companies penalised for unfair trade practices in 1974, 1975 and upto March, 1976?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): The Hon'ble Member is presumbly referring to the monopolistic/restrictive trade practices (as defined in the M.R.T.P. Act, 1969) which have been allegedly indulged in by undertakings including

companies. Particulars of such undertakings against which the M.R.T.P. Commission has passed orders during 1974, 1975 and upto 24th March, 1976, in the inquiries instituted by it for the restrictive trade practices alleged to be indulged in by them, are furnished in the Statement laid on the Table of the House. [*Placed in Library. See* No. LT-10577/76].

2. No occasion has so far arisen to invoke the penal provisions laid down in section 50, and/or in section 51 read with sections 39 or 40, of the M.R.T.P. Act, 1969.

Export of Diesel Engines to Iran and Kenya

1639. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Diesel Locomotive Works, Varanasi has been negotiating with Iran and Kenya for the export of diesel engines;

(b) if so, whether any orders have been secured by it;

(c) whether there has been a decline in the demand for the Diesel Locomotives; and

(d) if so, steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

(c) Diesel Locomotive Works, Varanasi are at present executing an export order for supply of 15 Diesel Locomotives to Tanzania through Projects & Equipment Corporation of India Ltd. As such there has been no indication for decline in the demand for Diesel Locomotives for export.

(d) Does not arise.

Creation of New Railway Division on South Eastern Railway

1640. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to reorganise the South Eastern Railways' Division for effective functioning of its administrative machinery;

(b) whether it is proposed to create a new railway division either at Rourkela or Jharsuguda; and

(c) what attempts have been made to turn the South Eastern Railway Division into viable unit?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) No.

(c) The South Eastern Railway is a viable unit both administratively, operationally and financially.

Lack of Demand for Wagons

1641. SHRI P. GANGADEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern and South Eastern Railways are hard hit by lack of demand for wagons from their major customers; and

(b) if so, the reasons therefor, and measures taken to solve the problem?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) Does not arise.

Instructions to Distilleries for Diversification of their Products

1642. SHRI P. GANGADEB: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his Ministry has issued any instructions to distilleries to diversify their production; and

(b) if so, salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI): (a) No, Sir.

(b) Does not arise.

Representation from Sitamarhi Chamber of Commerce

1643. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representation has been made by Sitamarhi Chamber of Commerce for conversion of the existing metre gauge line into broad gauge one; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Conversion of Samastipur-Raxaul MG section to BG *via* Darbhanga and Sitamarhi was asked for in the representations received. Conversion of Samastipur-Darbhanga MG section into BG has been approved and work included in Budget. Work on this section will be taken in hand after the project estimate is received from the North Eastern Railway Administration and considered.

The question of conversion beyond Darbhanga to Raxaul *via* Sitamarhi or its alternative *via* Muzaffarpur-Raxaul will be considered after Samastipur-Darbhanga MG to BG conversion makes substantial progress.

Punishments Inflicted on Railway Employees on Reinstatement

1644. SHRI BIREN DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) how many employees have been awarded the following punishments (zone-wise) on reinstatement after May, 1974 strike:

(i) Penal transfer

(ii) stoppage of increment

(iii) Reversion in time-scale

(iv) Reduction in pay; and

(b) whether appeal against these were received by the authorities and decisions taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

Employees Removed from Service for Selling Coal

1645. SHRI BIREN DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) how many employees have been removed during the last year under Rule 14(ii) of Discipline and Appeal Rules (Zone-wise) on the ground of selling coal;

(b) whether these employees were given a hearing before issue of removal orders; and

(c) in how many cases enquiries under D and A Rules are being conducted (Zone-wise) on the ground of selling of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Information is being collected and will be laid on the table of the Sabha.

Saving of Exchange by Indigenous Products

1646. SHRI PRABODH CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have saved considerable amount of foreign exchange by using indigenous products; and

(b) if so, the foreign exchange saved on this account during 1975?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) In the year 1974-75, the total purchase of Indian Railways amounted to Rs. 590.90 crores. Of this Rs. 520.20 crores were from indigenous sources In the year 1975, import substitution of items valued at about Rs. 2 crores has been effected.

Dealership in Fertilizers for Unemployed Graduates

1647. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is proposed to allot dealership in fertiliser to the unemployed graduates; and

(b) whether any directive has been issued in this regard to all concerned?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): (a) and (b). While no directive has been issued in this regard, some fertilizer units give preference to unemployed graduates, to the extent possible, for appointment as dealers.

Terms of Zonal and Divisional Railway Users Consultative Committee

1649. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the term of the Zonal Railway Users Consultative Committee and Divisional Railway Users Consultative Committee ending March, 1976 was abruptly terminated in September. 1975 earlier than scheduled;

(b) whether the Committee has been constituted keeping in view the area covered by the South Eastern Railway: and

(c) whether the catering committee is being revived solely to look after the catering and its performance?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The term of the Divisional Railway Users' Consultative Committee was due to expire on 31st December, 1975 and that of the Zonal Railway Users' Consultative Committee on 31st March, 1976. It was decided to reconstitute these Committees from 1st September, 1975 and 1st October, 1975 respectively

(b) The Divisional Railway Users' Consultative Committees have already been reconstituted and the constitution of the Zonal Railway Users' Consultative Committee of the South Eastern Railway is in the process of finalisation.

(c) Yes.

Recruitment in Class IV Service Under D.S., Jhansi

1650. SHRI NATHU RAM AHIRWAR: Will the Minister of RAILWAYS be pleased to state:

(a) how many candidates were recruited in Class IV Service under Divisional Superintendent, Jhansi in various departments in last three recruitment years;

(b) how many out of them were Scheduled Tribe candidates; and

(c) were any reserved posts carried forward?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Fertilizer Projects Running with Foreign Collaboration

1651. SHRI VEKARIA:
SHRI ARVIND M. PATEL:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state the annual production of fertilizer projects which are running with foreign collaboration in private and public sectors during the last two years separately?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): A statement giving the particulars in respect of companies having foreign investment is laid on the Table of the House.

Statement

(Figures in '000' tonnes)

Name of the Company	Production			
	1974-1975		1975-76 (upto February '76)	
	Nitrogen	Phosphate	Nitrogen	Phosphate
(a) *Public Sector*				
(i) Madras Fertilizers Ltd. . .	83	48	132·9	54·6
(b) *Private Sector*				
(i) New Central Jute Mills . . .	5	..	4·4	..
(ii) Coromandel Fertilizers . . .	47	48	42·3	43·8
(iii) Indian Explosives Ltd. . . .	192	..	156·6	..
(iv) Zuari Agro Chemicals Ltd. . .	135	..	100·3	6·9
(v) Gujarat State Fertilizer Company .	160	27	140·8	26·6
(vi) E.I.D. Parry Ltd.	10	9	10·6	9·

Revision of Capacity of Steam Coal Boxes

1652. SHRI M. SUDARSANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a revision of carrying capacity of steam coal boxes to carrying capacity plus two tonnes;

(b) whether any representation has been received to the effect that this should not be implemented until each box wagon is distinctly marked with the new load line and weight bridges are provided in the stations concerned for the purpose;

(c) whether coal supplied to Railways by Coal India Ltd. from places where there are no weigh bridges are being billed on carrying capacity only and not on carrying capacity plus two tonnes as in the case of others; and

(d) whether in view of the representations, any changes in carrying capacity are contemplated by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Yes.

(c) Payments for unweighed loco coal wagons are made as for carrying capacity as per instructions issued prior to revision of the minimum weight for charge. The request of M/s. Coal India Ltd. for making payments on minimum chargeable weight is under examination.

(d) No.

12.00 hrs

RE: KHAN ABDUL GAFFAR KHAN

SHRI S. M. BANERJEE (Kanpur): Sir, I have a small submission to make. With great hope I have sent you a note today regarding Khan Abdul Gaffar Khan and the manner in which he is being treated in Pakistan. He is a big leader who can be compared with late Pandit Jawaharlal Nehru. He has been treated very shabbily and manhandled at this age of 90. His health has deteriorated to a great extent. It is alarming. My intention was to highlight this matter and request the Prime Minister whose stand is always for the bleeding humanity to ask Pakistan to allow Khan Abdul Gaffar Khan to come to India so that he may pass rest of his life in peace. I am sure the entire House will express concern and wish him early recovery. I hope you will kindly convey our feelings to the Prime Minister.

12.01 hrs.

PAPERS LAID ON THE TABLE

REPORT (1975) OF TARIFF COMMISSION re SYNTHETIC RUBBER & GOVT RESOLUTION re. ITS DECISIONS ON REPORT AND STATEMENTS

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM (SHRI ZIAUR RAHMAN ANSARI): I beg to lay on the Table—

(1) A copy each of the following papers under sub-section (2) of section 16 of the Tariff Commission Act, 1951:—

(a) (i) Report (1975) of the Tariff Commission on the price structure of Synthetic Rubber.

(ii) Government Resolution No. N-18011/2/75-PC.I dated the 18th March, 1976 notifying Government's decisions on the above Report.

(b) A statement showing reasons as to why the documents mentioned above could not be laid on the Table within the period prescribed in sub-section (2) of section 16 of the said Act.

(2) A statement (Hindi and English versions) explaining the reasons for not laying simultaneously the Hindi versions of the documents mentioned at (a) and (b) above.

[*Placed in Library. See No.* LT-10568/76].

ANNUAL REPORT FOR 1974-75 ON THE WORKING AND ADMINISTRATION OF COMPANIES ACT, 1956, NOTIFICATIONS UNDER COMPANIES ACT, 1956 & MACHINE TOOL COMPANIES AMALGAMATION ORDER, 1976

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-

BRATA BARUA): I beg to lay on the Table—

(1) A copy of the Annual Report (Hindi and English versions) for the year 1974-75 on the working and administration of the Companies Act, 1956, under section 638 of the said Act. [*Placed in Library. See* No. LT-10569/76].

(2) A copy each of the following Draft Notifications (Hindi and English versions) to be issued under sub-section (1) of section 620 of the Companies Act, 1956, under sub-section (2) of section 620 of the said Act —

(i) Notification No. 15/8/75-IGC regarding non-application of sections 255, 256 and 257 of the Companies Act, 1956 to certain Government Companies.

(ii) Notification No 15/36/75-IGC regarding certain relaxation in application of the provisions of sub section (4) of section 210 of the Companies Act, 1956 to the Coal Mines Authority Limited, Calcutta, a Government Company, for the financial year ending on the 31st October, 1975. [*Placed in Library. See* No. LT-10570/76].

(3) A copy of the Machine Tool Companies Amalgamation Order, 1976 (Hindi and English versions) published in Notification No G.S.R. 237(E) in Gazette of India dated the 18th March, 1976, under sub-section (5) of section 396 of the Companies Act, 1956. [*Placed in Library. See* No LT-10571/76].

12.1½ hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No. 2 Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 23rd March, 1976, and transmitted to the Rajya Sabha for its commendations to make to that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Railways) No 3 Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 23rd March, 1976 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommentions to make to the Lok Sabha in regard to the said Bill."

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12 02 hrs

PUBLIC ACCOUNTS COMMITTEE

Two Hundred and Fourth Report

SHRI H N MUKERJEE (Calcutta-North-East) I beg to present the Two Hundred and Fourth Report of the Public Accounts Committee on paragraph 10 of the Report of the Comptroller and Auditor General of India for the year 1973-74, Union Govern-

[Shri H. N. Mukerjee]

ment (Posts and Telegraphs) relating to Expansion of Srinagar Telephone Exchange.

12.2 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

REPORTS AND MINUTES

SHRI D. BASUMATARI (Kokrajhar): I beg to lay on the Table the following Reports and Minutes of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:—

(1) Report of the Committee on its visit to the Headquarters Office of the Punjab National Bank, Parliament Street, New Delhi in September, 1975.

(2) Report of Study Tour of Study Group I of the Committee on its visit to Bhopal Jabalpur, Varanasi, Lucknow and Hardwar in December, 1975.

(3) Report of Study Tour of Study Group II of the Committee on its visit to Bombay, Aurangabad and Manipal in December, 1975.

(4) Report of Study Tour of Study Group I of the Committee on its visit to Badli and Singhu villages of the Union Territory of Delhi and Industrial Training Institute, Pusa, New Delhi in February, 1976.

(5) Report of Study Tour of Study Group II of the Committee on its visit to Chandpur and Chatesar villages of the Union Territory of Delhi and Industrial Training Institute, Curzon Road and Arab-ki-Sarai in February, 1976.

(6) Report of the Committee on its visit to certain DDA Colonies and a Girls' Hostel in the Union Territory of Delhi, the March, 1976.

(7) Minutes of the First to Forty-third, Forty-ninth, Forty-fourth and Fifty-fifth sittings of the Committee.

12.03 hrs.

BETWA RIVER BOARD BILL

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): I beg to move*:

"That the Bill to provide for the establishment of a Board for the creation of a reservoir at Rajghat by construction, on behalf of the Governments of Madhya Pradesh and Uttar Pradesh, of a dam on the Betwa river at Rajghat and for the regulation of such reservoir, be taken into consideration."

As the Hon'ble Members are, perhaps aware the River Betwa is a major tributary of the Yamuna flowing through the States of Madhya Pradesh and Uttar Pradesh. The Betwa Canal system together with Parichha weir was constructed in 1885 the Dhukwan dam constructed in 1909, the Matatila dam constructed in 1958 and these together with a few other small schemes utilise less than 1/3rd of the total water resources of the Betwa.

The Bundelkhand region of Uttar Pradesh and the districts of Guna, Shivpuri and Datia of Madhya Pradesh bordering the Bundelkhand region, are drought-stricken areas. The existing storages provide meagre irrigation facilities to these areas and are unable to supply water to large pockets in this region.

The Rajghat site on the Betwa on the Border of U.P. and M.P., provides

*Moved with the recommendation of the President

excellent conditions for a large storage to meet the irrigation demands of these needy areas. The question of sharing of the waters of the Betwa in the interest of the people of the region received considerable attention during the course of the last three years by the two State Governments and it was in August, 1972 that an agreement was reached between the Chief Ministers of the two States to construct a storage dam at Rajghat with live capacity of 62 TMC (Thousand million cubic ft.). After allowing for 9 TMC for the committed use downstream, the balance waters will be shared equally by the two States. The total quantity available at Rajghat is 115 TMC. It was agreed that 53 TMC will be utilised by M.P. upstream of Rajghat and the balance quantity of 62 TMC will be available at Rajghat for being shared between M.P. and U.P. as indicated above.

The Rajghat Dam will be a joint venture of Madhya Pradesh and Uttar Pradesh Governments, and the estimated cost of the dam is Rs. 72.56 crores.

The Rajghat Dam will have a maximum height of 28 metres in the earthen portion which will be about 10 KM long and 43 metres high in the masonry portion which will be 550 metres long. The reservoir will involve submergence of 214 sq. KM comprising 111 sq KM in 26 villages in U.P. with a population of over 10,600 and 103 sq. KM in 22 villages in M.P. with a population of over 8000.

The share of U.P. in the Rajghat waters will be utilised in extending irrigation under the Betwa Canal system and that of M.P. will be used in extending irrigation under the existing Bhander Canal system and in providing irrigation to the areas downstream of the dam. This scheme will, on the whole, provide annual irrigation to an area of about 3 lakh hectares.

The Rajghat project will usher in a new era in the history of this backward region and be a model of an inter-State understanding leading to optimum utilisation of the available water resources of an inter-State river for the mutual benefits of the vast population of this region.

The construction of the dam was inaugurated by the Prime Minister in April, 1973. Subsequently M.P. had some reservations concerning the project features. A supplemental agreement was entered into between M.P. and U.P. on 9th December 1973. In this agreement, the two Chief Ministers agreed to the setting up of a Central Control Board under the chairmanship of the Union Minister of Irrigation and Power for the speedy, smooth and efficient execution of various inter-State projects of UP. and M.P. including the Rajghat project. They also agreed that the construction of the Rajghat Dam should be entrusted to a project authority to be appointed by the Control Board.

A peculiar feature of the Rajghat dam is that the dam site is located partly in U.P. and partly in M.P. In order therefore that the work of masonry dam and earthen dam proceeds according to a pre-determined schedule and that the project work does not get a setback in implementation, the work of the entire dam, including rehabilitation, has to be carried out by one agency. No agreement could be reached on any one State implementing the project because both the States wanted their officers and staff to be associated with the implementation of the work. Ultimately, the States agreed to entrust the execution of the project to an independent High Power Board which would utilise in equal measure the services of both the States and agreed to finance the project in proportion to the benefits accruing to them. This High Power Board would be presided over by the Union Minister in charge of irrigation. Such a Board could not be constituted by an executive order because of the special conditions obtaining in the location of the Rajghat dam. Several alternatives were considered in consultation with the Law Ministry and also in consultation with the State Governments. Although water is a State subject—

[Shri Kedar Nath Singh]

vide Entry 17 of the State List—Parliament is competent to provide for legislation and development of inter-State rivers to the extent to which such regulation and development under the control of the Union is declared by Parliament by law to be expedient in the public interest (vide entry 56 of the Union List). Besides, under Entry 44 of the Union List, the Parliament is competent in respect of incorporation, regulation and winding up of Corporrations with objectives not confined to one State. Both the States are, therefore, anxious that the execution of the project should be entrusted to an independent High Power Board. It is, therefore, proposed to undertake a fresh legislation under Entry 56 of List I in respect of Rajghat Project.

Detailed consideration of the legal implications in consultation with the Ministry of Law, Justice and Company Affairs preceded the preparation of a draft Bill to provide for a Board to undertake the construction of the Rajghat Dam. The finalisation of the draft Bill, however, took time because of differences on various technical and engineering aspects as well as in regard to the scope of the functions of the Board. It was possible to persuade the Chief Ministers of the two States in August, 1975 to resolve their differences.

Hon. Members will see from the provisions of the Bill that the Board will be a Tripartite Board presided over by the Union Minister of Agriculture and Irrigation and include the Chief Ministers of M.P. and U.P. as well as the Ministers of the two States in charge of Finance and Irrigation. The main functions and powers of the Board shall be to carry out surveys and investigations, prepare detailed project reports, land estimates, allocation of cost amongst the Governments of M.P. and U.P., drawing of specifications, construction of the Rajghat Dam, laying down rules of operation and perform any other related functions.

The cost of the Rajghat Dam shall be shared between the two State Governments. The Central Government may have to bear only a nominal cost of DA and TA of the Members of the Betwa River Board and the Executive Committee.

There will be an Executive Committee to assist the Board. The Chairman of the Executive Committee would be a Central Government Officer and the Committee's composition would be left to be prescribed by rules framed under the Act. The intention, however, is that till the completion of the project, the Secretary of Additional Secretary in the Ministry of Agriculture and Irrigation would preside over the Committee and the Committee will include Chairman, CWC, Joint Secretary in the Department of Expenditure of Finance Ministry, the Secretary incharge of Finance and Irrigation Departments of the two States besides their senior engineers. A smaller Committee may, however, be constituted after the project works are completed to look after operation and maintenance works. The Chief Engineer, the Financial Adviser and the Secretary of the Board will be appointed by the Central Government after consulting the Governments of Uttar Pradesh and Madhya Pradesh. As far as possible, it will be ensured that officers from the same state do not hold the posts of Chief Engineer and Secretary at the same time. I would like to draw attention in particular to clause 18 which provides that if any dispute arises between the Board and the Government of Madhya Pradesh or Uttar Pradesh or both regarding any matter covered by this Act or touching or arising out of it, it shall be referred to the Central Government and the decision of the Central Government shall be final and binding on the Board and the said Governments.

The Central Government is also empowered to make rules for carrying out the purposes of the Act and approve of the regulations framed by the Board to regulate its business. A Betwa River Board Fund is also provided in clause 13 which would be built up out

of funds provided by the two State Governments. I would like to end my remarks with an expression of my deep sense of appreciation of the spirit of cooperation displayed by the two State Governments. The proposed Rajghat Dam would provide water to an area where it would prove to be a boon to the people and contribute to development of irrigation and eventually bring about prosperity to the region. I am sure, the hon. Members will join me in wishing the two States all the success in bringing to fruition the objectives behind the proposed project.

MR SPEAKER: Motion moved:

"That the Bill to provide for the establishment of a Board for the creation of a reservoir at Rajghat by construction, on behalf of the Governments of Madhya Pradesh and Uttar Pradesh of a dam on the Betwa river at Rajghat and for the regulation of such reservoir, be taken into consideration."

श्री कमला मिश्र 'मधुकर' (केसरिया) अध्यक्ष जी, मैं इस बिल का स्वागत करता हूँ क्योंकि जब दो राज्य आपस में मिल कर समस्याओं को सुलझा लेते हैं और उन के बारे में एग्रीमेंट हो जाता है तो यह खुशी की बात है और स्वागत योग्य है। मुझे इस बात की भी खुशी है कि नए जो सिंचाई मंत्री आए हैं उन के नेतृत्व में यह सारा काम हुआ है लेकिन इस सम्बन्ध में मैं यह भी कहना चाहता हूँ कि जब मध्य प्रदेश और उत्तर प्रदेश इस समस्या को सुलझाने के लिए एक मत हो गये हैं और राजघाट डैम पर नदी। पानी के बटवारे की योजना लागू हो जाएगी, वैसे ही और बहुत सारे राज्य हैं जिन के बीच में नदियों के पानी के बटवारे के झगड़े पड़े हुए हैं और इस तरह से राज्यों के बीच में पानी का विवाद बना हुआ है जैसे कि बिहार और उत्तर प्रदेश के बीच में है, बिहार और मध्य प्रदेश के बीच में है और बिहार और पश्चिमी बंगाल के बीच में है। ऐसे झगड़ों को सुलझाने के सिलसिले में आप की ओर से कदम उठाए जाने चाहिए और आपस में झगड़ों को सुलझा कर समझौता कराना चाहिए। इन झगड़ों के न निपटने के कारण बहुत सारी योजनाएं खटाई में पड़ी हुई हैं जैसा कि दामोदर वैली का सवाल है। दामोदर वैली के सवाल को ले कर आज बिहार और पश्चिम बंगाल में बहुत सारे मत भेद हैं। इसलिए मेरा निवेदन यह है कि इन मतभेदों को दूर करें। दामोदर वैली के पानी और बिजली का सही ढंग से उपयोग होना चाहिए जिस से दोनों प्रदेशों को फायदा पहुंच सके।

इस के बाद मैं यह कहना चाहता हूँ कि जल सम्पदा को आपकी कोई नीति नहीं है। इसलिए मैं यह चाहूंगा कि पानी को आप को राष्ट्रीय सम्पदा करार देना चाहिए। राज्यों के विवादों पर हम हमेशा इस बात को बराबर मांग करते रहे हैं कि केन्द्रीय मंत्री मंडल को इस के बारे में सोचना चाहिए लेकिन अभी तक उन्होंने इस के बारे में कोई ध्यान नहीं दिया है और पानी को राष्ट्रीय सम्पदा नहीं घोषित किया है लेकिन अभी जो समझौता हुआ है यह अच्छी शुरुआत है और स्वागत-योग्य है और दूसरे जो राज्यों के बीच में झगड़े हैं उन को भी सुलझाया जाना चाहिए।

इसी के साथ साथ मैं यह चाहूंगा कि नेपाल सरकार के साथ भी समझौता करना चाहिए और वहां पर डैम बनाना चाहिए या कोई और दूसरी स्कीम लागू करनी चाहिए जिस से उत्तर प्रदेश और बिहार की रक्षा हो सके। आप ने जो बोर्ड बनाया है उस का संचालन करने के लिए दोनों राज्यों को समान प्रतिनिधित्व दिया है, यह एक अच्छी बात है, लेकिन मैं यह चाहूंगा कि नेपाल

[श्री कमला मिश्र मधुकर]

सरकार के साथ भी कोई समझौता करके कोई स्कीम लागू करनी चाहिये जिस से उत्तर प्रदेश और बिहार का कल्याण हो सके। आज तो उत्तर प्रदेश और बिहार हर साल बाढ़ से पीड़ित रहते हैं और उससे बचने के लिए अभी तक कोई भी स्कीम लागू नहीं की गई है। हर साल करोड़ों नही अरबों रुपये का खर्च सरकार का होता है लेकिन समस्या वैसी की वैसी बनी रहती है।

मैं यह भी कहना चाहता हूं कि यह जो बोर्ड बनाया गया है यह एक सही बात है लेकिन इस बात का भी ध्यान रखना चाहिए कि डैम बनाने के बाद विस्थापितों की समस्या पैदा हो जाएगी और उस समस्या को हल करने के लिए इस बिल में कोई योजना नहीं है। इस बिल में विस्थापितो को बसाने के लिए, रोजगार देने के लिए और दूसरी सुविधाएं देने के लिए कुछ होना चाहिए था लेकिन वह नही है और मैं चाहूंगा कि मंत्री जो जवाब देते समय इस के बारे मे बताएं।

इसके साथ ही साथ मैं यह भी कहना चाहता हूं कि यह इन लोगों का अनुभव है कि दूसरे राज्यों में जहां पर ऐसी योजनाएं लागू हुई है, वहां पर मजदूरों की समस्या ज्यों की त्यों पड़ी रहती है। गंडक योजना के अन्दर मजदूरों और बड़े बड़े अधिकारियों के बीच झगड़े होते रहते है और अब आप ने वर्कर्स पार्टिसिपेशन इन मैनेजमेंट का सिद्धान्त कबूल कर लिया है तो क्या हर्ज था कि जो बोर्ड आप बना रहे है या जो एडवाइजरी कमेटी होगी उसमें कर्मचारियों को प्रतिनिधित्व न दें जिसके जरिए वे लोग महसूस करते कि यह जो डैम बन रहा है और यह जो स्कीम बन रही है, यह देश के लिए है और उसमें वे भी हाथ बंटा रहे हैं। इस तरह से एक प्रादेशिकता की भावना पैदा होती और अच्छा काम करने की भावना पैदा होगी। इस लिए इस बात का भी आपको ध्यान रखना चाहिए। जब इस तरह की कोई योजना लागू होती है तो उसमें समस्याएं उभर कर आती हैं और इसलिए उन को इसमें प्रतिनिधित्व मिलना चाहिए।

एक बात और कहना चाहता हूं। कि आपको जल के बारे में एक राष्ट्रीय नीति तय करनी चाहिए और इसके बारे में विवाद यहां सदन में होना चाहिए। मैं समझता हूं कि आज पूरी जल नीति का अभाव है और इस नीति का अभाव इसलिए है कि जहां पर पूंजीवाद व्यवस्था होती है वहां पर असमान डेवलपमेंट होता है। हमारे देश में भी पूंजीवादी व्यवस्था रही है और असमान डेवलपमेंट राज्यों का हुआ है। कुछ प्रदेश आगे बढ़ गए है और कुछ पिछड़ गए है। जब हम एक समाजवादी व्यवस्था देश में लाना चाहते है तो एक राष्ट्रीय नीति तय की जानी चाहिए और सारी जल सम्पदा को पूरे राष्ट्र की सम्पदा मानना चाहिए और उसमें राज्यों के विवाद नहीं आने चाहिए।

मै इस बिल का समर्थन करता हूं और पुरजोर समर्थन करता हूं और चाहता हूं कि अन्य राज्यों के जल विवादों को भी जल्दी निपटाना चाहिए। बिहार और मध्य प्रदेश मे सोन नदी के पानी के बटवारे का प्रश्न है। कुछ समाधान तो निकला लेकिन पूरा यह मामला हल नहीं हुआ है। मै कोई रीजनलिज्म के दृष्टिकोण से मे यह नहीं कह रहा हूं लेकिन यह जरूर कहना चाहता हू कि इस बात पर ध्यान दिया जाए और राज्यों के जो आपसी

झगड़े हैं, उनको समाप्त किया जाए। इसलिए मैं यही चाहता हूं कि जहां मजदूरों की समस्या है, विस्थापितों को बसाने की समस्या है, और दूसरी सुविधाएं देने की समस्या है, उनके बारे मे सरकार सोचे और जल नीति के बारे मे सरकार क्या करने जा रही है, उसके बारे मे यहा सदन मे आश्वासन दे और दूसरे राज्यो के जो जल विवाद पड़े हुए हैं, उन को सुलझाने के लिए सरकार क्या कदम उठाने जा रही है, उसके बारे मे भी मंत्री जी यहा सदन मे बताए।

इन शब्दो के साथ मे इस बिल का समर्थन करता हू।

डा० गोविन्द दास रिछारिया (झांसी) मैं इस बिल का समर्थन करता हूं। साथ साथ भारत सरकार को बधाई देता हूं और साथ सिंचाई विभाग के अधिकारियों को बधाई देता हू कि उन्होंने इस बिल को यहां लोक सभा के समक्ष प्रस्तुत किया। निश्चित तौर से आज का दिन स्वतंत्र भारत के इतिहास मे एक बड़ा शुभ और महत्वपूर्ण दिन है। बहुत पहले भारत सरकार ने एक महत्वपूर्ण कार्य किया था और उसकी पूर्ति की ओर एक और कदम आज उसने बढ़ाया है बहुत दिनो से चर्चा चल रही थी कि नदियों के विवाद चलते रहते है, पानी बहता जाता है और उसके कारण मे भूमि सूखी रहती है उस पानी का कोई लाभ नही उठाया जाता है। लेकिन आज उसकी ओर एक कदम बढ़ाया गया है। भारत सरकार ने — दो प्रदेशों के विवाद को तय करने के लिए एक बोर्ड का गठन करने सम्बन्धी बिल यहा पेश किया है। इसके लिए दोनो प्रदेशो के मुख्य मंत्री और खास तौर पर हमारे प्रदेश के उस समय के मुख्य मंत्री श्री कमलापति त्रिपाठी की सराहना की जानी चाहिये जिन्होने भरी धूप में उस बाढ़ क्षेत्र का दौरा किया और राजघाट स्थान पर पहुंचे और इस योजना का शिलान्यास प्रधान मंत्री जी द्वारा कराया। आज वह योजना फलफूल रही है और एक महत्वपूर्ण कदम उस ओर उठाया जा रहा है।

मैं यह याद दिलाना चाहता हूं कि राष्ट्रपति जी ने इस वर्ष के अपने अभिभाषण मे खास तौर से इस बात का जिक्र किया था कि नदियो के विवाद तय करना एक महत्वपूर्ण काम है। उस ओर इस बिल को पेश करके भारत सरकार ने तथा उनके सिंचाई मंत्रालय ने एक कदम बढ़ाया है

यह योजना उस क्षेत्र के लिए, वहा की जनता के लिए बहुत महत्व रखती है। वहा जमीन बहुत है लेकिन आबादी कम है। वहा सिंचाई के लिए पानी उपलब्ध होने से जो उत्पादन मे वृद्धि होगी उस से खाद्यान्न की जो समस्या है उसको हल करने मे योग मिल सकेगा।

मैं आपको यह भी याद दिलाना चाहता हू कि यह वह क्षेत्र है जहां 1857 स्वतंत्रता आन्दोलन में क्रांति संगठित की गई है और महारानी लक्ष्मी बाई के नेतृत्व में उस क्षेत्र ने अग्रणी बन कर उस मे भाग लिया था। वहां के जो निवासी हैं, जो किसान हैं, जो गरीब लोग हैं उनके लिए यह योजना सुखदायी होगी, उनको आराम देगी, इस में कोई शक नही है।

कुछ बाते है जिनकी तरफ मैं आपका ध्यान दिलाना चाहूंगा। कुछ टैक्नीकल बातें इस बिल में है जिनकी वजह से

[डा० गोविन्द दास रिछारिया]

हो सकता है कि इस योजना को कार्यान्वित करने में विलम्ब हो जाए। उसकी तरफ आपका ध्यान जाना चाहिये। पहले भाग में आपने यह कहा है :

"यह उस तारीख को प्रवृत्त होगा जिसे केन्द्रीय सरकार मध्य प्रदेश और उत्तर प्रदेश की सरकारों से परामर्श करके, राजपत्र में अधिसूचना द्वारा नियत करे।"

मेरा निवेदन है कि यह बिल पास हो जाने के बाद गजेट में जल्दी प्रकाशित हो। ऐसा न हो कि इसके प्रकाशन में देर लगे और उसकी वजह से यह काम रुका पड़ा रहे।

आगे आपने कहा है कि एक कार्यकारिणी समिति बनाई जाएगी और उसको जो करना है वह भी गजेट में प्रकाशित की जाएगी। ये जो टैक्नीकल बातें हैं इनकी तरफ विशेष ध्यान देने की आवश्यकता है। ऐसा न हो कि यह महत्वपूर्ण योजना टैक्नीकल बातों में फस कर विलम्ब से कार्यान्वित हो।

निधि जो आप मुकर्रर करेंगे उस के लिए आपने व्यवस्था कर रखी है कि उस निधि में उत्तर प्रदेश और मध्य प्रदेश की सरकारों से पैसा आप को लेना है। अब मध्य प्रदेश और उत्तर प्रदेश की सरकारों के बजट लगभग विधान सभाओं में पेश हो चुके हैं और पास होने वाले हैं। चूंकि आपने इस बिल को पास कराने में देरी की है इस वास्ते हो सकता है कि उन सरकारों ने अपने बजटों में पैसा न रखा हो। मेरा निवेदन है कि जो पैसा सिंचाई मंत्रालय मध्य प्रदेश और उत्तर प्रदेश को देने वाला है उस में से उतना ही रुपया काट कर के अपने बजट में रखें [illegible] बोर्ड की जो कार्यकारिणी हो उसको हस्तांतरित कर दें ताकि कहीं ऐसा न हो कि इस बिल के पास होने के बाद भी उत्तर प्रदेश और मध्य प्रदेश की सरकारें कहें कि आपका बिल देर से पास हुआ है, हम अपने बजटों में पैसा नहीं रख पाए हैं, और इस कारण से काम आगे न बढ़ सके।

राजघाट के मुख्य इंजीनियर तथा अन्य इंजीनियरों की जो नियुक्ति करनी है, उस मामले में भी आप विशेष सतर्कता बरतें, उस काम में भी आप देरी न होने दें। आप देखें कि इस काम में किसी प्रकार का विलम्ब न हो।

इस बिल के आखिर में यह टिप्पणी दी गई है कि दोनों मुख्य मंत्रियों का एग्रीमेंट 1972 में हुआ था। 1972 में वह एग्रीमेंट होने के बाद मंत्री महोदय का आज 30 मार्च, 1976 को यह बिल लोक सभा में पेश कर सके है। मैं मंत्री महोदय से यह निवेदन करना चाहता हूं कि वह इस विषय में सतर्क रहें कि इस बिल के पास होने के बाद कहीं इन टेक्नीकल बातों के कारण और विलम्ब न हो जाये और इस महत्वपूर्ण योजना को शीघ्र कार्यान्वित न किया जा सके। 20-सूत्री कार्यक्रम का एक अंग इस पंचवर्षीय योजना में सिंचाई को बढाना है। जिस योजना के संबंध में प्रधान मंत्री जी ने स्वयं दिलचस्पी ली थी और दोनों मुख्य मंत्रियों के सामने उस का शिलान्यास किया था, मंत्री महोदय इस बात का ध्यान रखें कि उस में आगे और विलम्ब न हो और इस काम को युद्ध स्तर पर किया जाये।

इस नदी में पानी बहुत है और वहां जमीन भी बहुत है। वहां सिंचाई होने से बहुत गल्ले का उत्पादन होगा और इस प्रकार राष्ट्र के विकास उत्तर प्रदेश के विकास और खाद्य समस्या को हल करने में बहुत मदद मिलेगी।

इस बिल का समर्थन करते हुए मैं सिंचाई मंत्री, उप सिंचाई मंत्री, केदारनाथ सिंह, और मंत्रालय के अधिकारियों को इस बारे में सहयोग देने के लिए धन्यवाद देता हूं और उन का अभिनन्दन करता हूं ।

श्री नाथू राम अहिरवार (टीकमगढ़) : अध्यक्ष महोदय, मैं बेतवा नदी बोर्ड विधेयक का हृदय से समर्थन करता हूं । हम देखते आ रहे हैं कि इतने विशाल क्षेत्र में जमीन पड़ी हुई है, नदी में पानी बह रहा है, लेकिन किसान भूखों मर रहे हैं । इसलिए या तो वे दिल्ली की तरफ मजदूरी के लिए भागते हैं, या दूसरे क्षेत्रों में फसल काट कर मजदूरी पाने के लिए जाते हैं । सिंचाई न होने और भयंकर गरीबी होने के कारण वह क्षेत्र पिछले बीस पच्चीस सालों से डाकुओं से ग्रस्त रहा है । वहां ज्यादा गरीबी होने और लोगों के पास कोई धंधा न होने के कारण उस क्षेत्र में डाकू बनते रहे और लोग लूटते रहे ।

सरकार ने यह कार्य कर के वहां की जनता को आशीर्वाद दिया है और उन लोगों के लिए यह एक बड़ा शुभ अवसर है । मैं केन्द्रीय सरकार को इस लिए भी धन्यवाद देना चाहता हूं कि उस ने पहली बार हस्तक्षेप कर के दोनों प्रदेशों की जनता के हित में यह अच्छा कदम उठाया है ।

हमारा पिछला अनुभव यह रहा है कि मध्य प्रदेश की सीमा पर जितने भी बांध बने, उन के सम्बन्ध में मध्य प्रदेश हमेशा घाटे में रहा । जब रिहंद बांध बना, तो यह एग्रीमेंट हुआ कि 15 परसेंट बिजली मध्य प्रदेश को मिलेगी लेकिन आप ताज्जुब करेंगे कि पहली पंच-वर्षीय योजना में बने हुए उस बांध से मध्य प्रदेश को एक यूनिट बिजली भी नहीं मिलती है । जब माता-टीला बांध बनाया गया, तो मध्य प्रदेश के 22 गांव डूब गये । उन गांवों के लोगों को वहां से हटाया गया, उन के मकान बर्बाद हुए और उन को जमीन भी नहीं मिली । यह तय हुआ था कि उस बांध से जेनीरेट होने वाली बिजली का 33 परसेंट मध्य प्रदेश को दिया जायेगा । लेकिन ऊर्जा मंत्री ने जवाब देते हुए बताया कि अभी तक मध्य प्रदेश को बिलकुल बिजली नहीं दी गई है । यह एक बहुत अफ़सोस की बात रही है । अब केन्द्रीय सरकार ने हस्तक्षेप कर के दोनों सरकारों में समझौता करा दिया है । यह बड़े संतोष की बात है कि दोनों सरकारों के आपस के मतभेद दूर हो गये और इस क्षेत्र की जनता के कल्याण के लिए इस योजना को प्रारम्भ करना संभव हो गया है ।

मैं मंत्री महोदय का ध्यान इस तरफ़ दिलाना चाहता हूं कि राजघाट से कुछ दूर, जहां इस समय बांध बनाने जा रहे हैं, पंचमहल एक गांव है, जिस के पास नदी के दोनों तरफ़ पक्की पहाड़ी है और एक प्राकृतिक बांध बना हुआ है । वहां का सर्वेक्षण हो चुका है और इंजीनियरों ने रिपोर्ट दी है कि अगर यह बांध वहां पर बनाया जाता, तो गवर्नमेंट को छः करोड़ रुपये का फ़ायदा होता । जो आप मिट्टी का दस किलोमीटर लम्बा बांध बनाने जा रहे हैं वह नहीं बनाना पड़ेगा और उस में 6 करोड़ रुपये जो लगने वाले हैं वह बच जाएंगे । उस से कैनाल बनाने में और दूसरे कामों में मदद मिल जायेगी तो अभी तो केवल मकान और बंगले ही बने हैं, काम तो अभी शुरू नहीं हुआ है । अभी आप उस सर्वेक्षण की रिपोर्ट मंगा लें और सारे कागजात मंगा कर देख लें । अगर उस को करने में आप को सुविधा हो तो वह

[श्री नाथू राम अहिरवार]

आप करें । मुझे जो जानकारी मिली है वह मैं आप के सामने रख रहा हूं ।

इस विधेयक में जो आप ने कंट्रोल बोर्ड का गठन किया है उस से मुझे कोई एतराज नहीं है। लेकिन इस में एक धारा 31 है जिस में यह लिखा है कि अगर कोई अधिकारी इन गुड फेथ कोई गलती करता है तो उस पर कोई मुकदमा नहीं चलेगा। अगर गुड फेथ की कोई परिभाषा तो हमें मालूम नहीं है । इंजीनियर लोग जो काम करते हैं उस में गड़बड़ी कुछ न कुछ तो होती ही है । मगर यदि सारे का सारा गड़बड़ हो जाय तब तो कुछ न कुछ सोचना पड़ेगा । लेकिन एक तसल्ली हमें है कि इस बोर्ड के अध्यक्ष हमारे केन्द्र के सिंचाई मंत्री होंगे और इस में दोनों प्रदेशों के मुख्य मंत्री होंगे, साथ ही बड़े जिम्मेदार पदाधिकारी इस में होंगे, तो गलती कम होने की गुंजाइश है और जो गलती होगी उसे गुड फेथ हम मान सकते हैं।

अभी एक माननीय सदस्य उधर से बोल रहे थे तो उन्होंने कहा कि हमारे बांध का फैसला नहीं हो पा रहा है क्योंकि मध्य-प्रदेश और उत्तर प्रदेश के साथ समझौता नहीं हो पा रहा है । मेरा यह निवेदन है कि बाणसागर योजना केवल बिहार सरकार के हामी न भरने की वजह से खटाई में पड़ी है। उत्तर प्रदेश सरकार और मध्य प्रदेश सरकार दोनों राजी है लेकिन बिहार सरकार हामी नहीं भर रही है और वह कहते हैं कि हम एग्रीमेंट नहीं करते हैं इसलिए वह खटाई में पड़ी है, जब कि उनका इस से कोई ज्यादा संबंध नहीं है । वह नदी जिस पर बांध बनना है उसका पानी तो दूसरी तरफ जाना है । लेकिन उन की हद में चूंकि सोन नदी बहती है इसलिए वह उस पर रोक लगाते हैं। अभी हमारी विधान सभा में हमारे प्रदेश के मुख्य मंत्री ने इस बात का एलान किया है ।... (व्यवधान).. आप अपने मुख्य मंत्री से कहिए कि वह हां कहें तो योजना चालू हो जायगी ।

यह जो विधेयक पेश हुआ है उस से इस देश की जनता को काफी लाभ होने वाला है। इस से शिवपुरी और टीकमगढ जिले के बहुत बड़े हिस्से को काफी लाभ पहुंचने वाला है । इस के अलावा झांसी जिले और गुना के इलाके को लाभ पहुंचने वाला है । ये क्षेत्र ऐसे हैं कि उन में कुंआ नहीं खोदा जा सकता है क्योंकि पूरी जमीन में पत्थर हैं और यहां नदियों में पानी है जिस से सिंचाई के लिए पानी मिल सकता है ।

माताटीला से आगे बेतवा नदी पर जो पारीछा बांध बना हुआ है उस से जो पानी जाता है वह पानी मध्य प्रदेश को बिल्कुल नहीं मिलता । उस का बंटवारा ठीक तरह से नहीं हुआ है । जमीन सारी मध्य प्रदेश की डूबी है । गुरसराय, कैनाल मध्य प्रदेश के गांवों से हो कर गई है उस के दोनों तरफ़ खेत सूख रहे हैं और उस का पानी आगे जा कर उत्तर प्रदेश के गांवों को मिलता है । इस तरह का बटवारा अच्छा नहीं है । एक ही प्रदेश के दोनों भाग हैं और नदी मध्य प्रदेश से बह कर गई है, कैनाल वहां से बह कर जाती है लेकिन पानी नहीं मिलता है। सरकार को इस बात के ऊपर फिर से सोचना चाहिए ।

अभी बेतवा नदी पर एक रोड का पुल बना था। वह पुल 1965 में बन कर तैयार हो गया था । उस पर 31 लाख

रुपया लगा था । और उस में केन्द्रीय सरकार, उत्तर प्रदेश सरकार और मध्य प्रदेश सरकार तीनों का पैसा लगा है । जब राज बहादुर जी यातायात मंत्री थे तो यह तय हुआ था और उन्होंने एलान किया था कि इस पुल पर टोल टैक्स लगाया जायगा और जितना इस पर खर्च हुआ है वह जब वसूल हो जायगा तो टोल टैक्स की वसूली बन्द कर दी जायगी। मैं ने हिसाब लगाया है, अब तक करीब 45 लाख रुपया वसूल हो चुका है और वह सारे का सारा पैसा न केन्द्र को मिला, न मध्य प्रदेश को मिला, अकेले उत्तर प्रदेश को मिला है । नियम यह बना था कि केवल एक तरफ से 5 रुपए 62 पैसे जो बस जाएगी उस को देना पड़ेगा लेकिन उस से दोनों तरफ से लेते थे और अब पहली फरवरी से 20 रुपया प्रति बस प्रति ट्रिप कर दिया है । इस तरह से दोनों तरफ से 40 रुपया हो गया है और इस से करोड़ों रुपये वसूल हो जाएगे । मेरा यह कहना है कि जितनी लागत है उतना वसूल कर लिया तो अब टोल टैक्स बन्द कर देना चाहिए। जैसे और सरकारो ने कम किया है, मध्य प्रदेश ने कम किया है तो उनको भी करना चाहिए । जो यात्री बस में बैठ कर जाते हैं वे गरीब लोग हैं और बस वाले का तो कोई नुकसान नही है वह यात्रियों से वसूल कर लेगा, इसका नुकसान तो यात्रियो को उठाना पड रहा है। मंत्री महोदय से मैं निवेदन करूंगा कि वह उत्तर प्रदेश सरकार तक इस खबर को पहुंचा दें और यह मामला हल हो जाय तो बहुत अच्छा है । उस से मध्य प्रदेश और उत्तर प्रदेश दोनों प्रदेशों के रहने वालों का फायदा है ।

यह जो बांध बन रहा है इस में इंजीनियरों ने जो मेहनत की है उस के लिए वह बधाई के पात्र हैं। सब से बड़े बधाई के पात्र हमारे कृषि मंत्री जी हैं जिन्होंने देश के तमाम अन्तर्राज्यीय विवादों को सुलझाने का प्रयास किया और उस में सफलता भी प्राप्त की ।

इन शब्दों के साथ मैं इस विधेयक का हृदय से समर्थन करता हूं।

श्री शिवनाथ सिंह (झुनझुनू): अध्यक्ष जी, बेतवा नदी के पानी का सदुपयोग हो, जिन राज्यों में से उस नदी का प्रवाह है उन राज्य सरकारो के आपसी झगड़े सामने न आयें, राष्ट्र के हित में काम हो—इन उद्देश्यों की पूर्ति के लिए यह बिल यहां पर लाया गया है । इस सदन में काफी समय से मांग हो रही थी की पानी पर केन्द्र का नियंत्रण हो । पानी या तो हिमालय पर्वत पर बर्फ गलने से नदियों के माध्यम से आता है या फिर वर्षा से आता है । इस विस्तृत देश में किसी एक राज्य के लिये यह सम्भव नहीं है कि वह पूरे पानी का सदुपयोग कर सके। नदियां उत्तर से दक्षिण और पूर्व से पश्चिम बहती हैं, एक राज्य की सीमा से होकर दूसरे राज्यों की सीमा में बहती हैं। ऐसी स्थिति में होना यह चाहिए कि इस पानी पर केन्द्रीय सरकार का नियंत्रण हो ताकि जिन क्षेत्रों में पानी की आवश्यकता है वहा पर पानी पहुचाया जा सके और जिन क्षेत्रों में पानी की बहुतायत है वहां पर वह कोई अड़चन या बाधक न बने । इसी उद्देश्य को लेकर यह बिल यहां पर लाया गया है । मध्य प्रदेश और उत्तर प्रदेश की सरकारों ने इस ओर एक अच्छा कदम उठाया है, उन्होंने अपनी सद्भावना का परिचय दिया है । जिसके लिए वे बधाई की पात्र हैं । केन्द्रीय सरकार का नियंत्रण पानी पर हो, इस सिद्धान्त को इस में माना गया है जिस का स्पष्ट

[श्री शिवनाथ सिंह]

संकेत क्लाज 18 मे मिलता है । यदि दोनो राज्यो के बीच कोई झगडा होगा तो उसको केन्द्रीय सरकार के पास रेफर किया जायगा और केन्द्रीय सरकार का फैसला अंतिम होगा । इन झगडो की वजह से अभी तक इस देश को बहुत नुकसान उठाना पडा है । बहुत से अन्तर्राज्यीय झगडे इसी कारण सुलझ नही सके हैं। राजस्थान के कडाणा बाध की योजना इसलिए रुकी रही कि इस बात का निर्णय नही हो सका कि उसकी ऊचाई पाच फिट कम हो या अधिक हो। इसका नतीजा यह है कि जो योजनायें पहले आधी कीमत मे पूरी हो जाती उन के लिए आज दुगुनी कीमत लगानी पड रही है ।

अध्यक्ष जी, इस सिद्धान्त को इस मे माना गया है कि जिन राज्यो से होकर नदी बहती है उन के बोर्ड बनाये जायें लेकिन मैं समझता हूं कि जो सूखे प्रान्त है उनका भी अधिकार होना चाहिए। उदाहरण के लिए राजस्थान प्रान्त मे एक नदी बहती है , वह सूखा प्रान्त है लेकिन वहा की जमीन अच्छी है और वहा के लोग मेहनत करना चाहते है लेकिन वहा पर पानी की कमी है । ऐसी स्थिति मे हिमाचल प्रदेश, पंजाब और उत्तर प्रदेश आदि राज्यो की जो नदिया है उन पर राजस्थान जैसे सूखे राज्य का भी अधिकार होना चाहिए, उनका भी उन नदियो के पानी मे हिस्सा होना चाहिए । ऐसा नही होना चाहिए कि उन नदियो का पानी केवल उन्ही प्रान्तो को मिले जहा से होकर वह नदिया बहती है। यह बात उचित नही है और न ही राष्ट्रीय हित मे है । आपने जो इस प्रकार से बोर्ड बनाने की व्यवस्था की है, इस भशा को आप आगे बढाये ।, सूखेप्रान्तो को भी उसमे हिस्सा दें उनका प्रतिनिधित्व भी उन बोर्डों में होना चाहिए तभी वास्तविक रूप मेआप राष्ट्रीय हित की बात कर सकते हैं।

इस बिल मे तीन प्राविधान रखे गए हैं— एक बोर्ड बनेगा, एक्जीक्यूटिव कमेटी बनेगी और एडवाइजरी कमेटी भी बनेगी । इनके क्या फक्शस होगे, किस प्रकार से कार्य करेगे क्या सफलता मिलेगी, इसका पता तो बाद मे ही चल पायेगा क्योकि यह नयी स्कीम बनाई गई है । यह बोर्ड, कमेटीज और कौंसिल्स जो बनेगी वह ठीक ढग से काम करेगी लेकिन मुझे एक शका मालूम पडती है । इस बिल की धारा 19 मे आपने प्राविधान रखा है, हालाकि वह जरूरी है लेकिन और कही इस प्रकार का प्राविधान नही है ऐसी स्थिति मे अगर एक प्राविधान एक जगह पर रखें और दूसरी जगह पर न रखे तो शका पैदा होना स्वाभाविक है कि यहा पर इसको क्यो रखा गया है । आपने किसी भी मकान मे एन्ट्री का प्राविधान रखा है । अभी तक जितने बाध बने है उन के सम्बन्ध मे भी सर्वे हुआ होगा । आपने यहा पर स्पेशल प्राविजन रखकर, मैं समझता हू आपने अधिकारो को लिमिट किया है, किसी प्रकार मे उनका विस्तार नही कर रहे हैं। इस लिये यदि इस प्रकार का प्रावधान अन्य प्रावधानो मे है तो फिर इस को यहा पर रखने की आवश्यकता नही थी । इसके अलावा एक जरूरी प्रावधान था, जो इस मे नही आपने रखा । जो वहा के आउस्टीज होगे उन की जिम्मेदारी किस पर होगी किस प्रकार उनका रीसैटलमेन्ट होगा, किस प्रकार उनका मुआवजा दिया जायगा । जब आप वहा पर बोर्ड बना रहे है और उसकी देख रेख मे सारा काम करा रहे है, तो उन के उठाने का मुआवजा देने का काम , मकानो का मुआवजा देने का काम इस बोर्ड के जिम्मे होना

चाहिये। यह स्टेट गवर्नमेन्ट की जिम्मेदारी नहीं होनी चाहिये। यह प्रावधान मुझे इस में कहीं नजर नहीं आया, मेरी दृष्टि में यह बहुत बड़ा लैकुना है। अगर आपने ऐसा प्रावधान कहीं पर रखा हुआ है, तो मुझे बहुत खुशी होगी, लेकिन नहीं रखा है तो आप इस वक्त भी ऐसा प्रावधान कर सकते हैं।

इन शब्दों के साथ मैं इस बिल का स्वागत करता हूं। मैं चाहता हूं कि केन्द्रीय सरकार अपने इस अधिकार को और अधिक बढ़ाये। ताकि जो सूखे प्रान्त हैं, उन को दूसरे प्रान्तों के साथ बोर्ड बनाया जाय ताकि उन सूखे प्रान्तों को भी पानी की सुविधा मिल सके।

श्री एस० एम० बनर्जी (कानपुर): अध्यक्ष महोदय, सब से पहले मैं मंत्री महोदय को बधाई देना चाहता हूं। बहुत दिनों के बाद आज बुन्देलखण्ड के बारे में उन्होंने सोचने की कोशिश की है। अध्यक्ष महोदय, काफ़ी अर्से से बुन्देलखण्ड से एक ही आवाज उठ रही थी—क्या बुन्देलखण्ड का इलाका हमेशा पिछड़ा रहेगा या उस में कुछ ऐसे साधन मुहैया किये जायेंगे जिससे उसका पिछड़ापन दूर हो सके। आप वहां जाइये—मैं ललितपुर या झांसी की बात नहीं कर रहा हूं ये बड़े क्षेत्र हैं, या ऐसे क्षेत्र हैं जहां बड़े लोग रहते हैं, मैं तो वहां के गांवों की बात कह रहा हूं, जहां गरीबी छाई हुई है, अनकों ऐसे परिवार हैं जिन को दो वक्त खाना भी नसीब नहीं होता है, । इस सदन में जब भी इन बातों को लाने की कोशिश की गई, तो एक ही उम्मीद की लहर नजर आती थी—वह थी—बेतवा नदी । हम हमेशा से यहां चाहते थे कि उस पर कोई ऐसा बांध बने जिस से उस क्षेत्र के लोगों को लाभ पहुंच सके। यह मसला दो राज्य-सरकारों—उत्तर प्रदेश और मध्य प्रदेश—के बीच में बहुत दिनों तक चल रहा था। लेकिन मैं नहीं समझता था कि इस तरीके से इतने सुचारु ढंग से यह मसला हल हो जायेगा। अब यह मसला हल हो गया है। मैं समझता हूं कि माताटीला की बात जो मेरे उधर के मित्र ने की है—माताटीला से जितने गांव उजड़े हैं, मैंने खुद वहां जा कर देखा है—उन को मुआवजा नहीं मिला है। अगर मिला भी है तो नहीं के बराबर मिला है। अगर माताटीला बांध से मध्यप्रदेश को कोई फ़ायदा नहीं हुआ है, तो मुझे मालूम है—बुन्देलखण्ड को उस से ज्यादा फायदा कहीं सुखवा और दुखवा बांध से हुआ है, जब कि माताटीला पर करोड़ों रुपए खर्च हुए हैं। वहां पर जो पत्थर लगा हुआ है कि उस पर कितना खर्च हुआ है, उसको बार बार पोंछ कर लिखा गया है कि उस पर इतने करोड़ रुपये खर्च हुआ है और अभी भी मालूम नहीं अन्त तक उस पर कितना खर्च हुआ है। उस से जो फायदा होना था, वह बुन्देलखण्ड को नहीं हुआ।

अब इस बिल के पास होने के बाद जो बोर्ड बनेगा, जिस में उत्तर प्रदेश और मध्य प्रदेश के मुख्य मंत्री होंगे, मैं चाहता हूं कि इस इलाके के जो सदस्यगण हैं, चाहे पार्लियामेन्ट के मैम्बर हों या एम०एल०ए० हों, उन को उस में रखा जाय, क्योंकि हमेशा से वे कोशिश करते आये हैं, चाहे झांसी से चुने गये हों या किसी दूसरी जगह से चुने गये हों, कि किसी तरह से बुन्देलखण्ड का पिछड़ापन दूर हो। उस बोर्ड में बजाय इस के कि दोनों मुख्य मंत्री और कुछ अफसरान हों, उस में वहां के चुने हुए नुमाइन्दों को भी रखने की व्यवस्था माननीय मंत्री जी करेंगे, मैं खास तौर से श्री केदार नाथ सिंह जी से कह रहा हूं, क्योंकि वे

[श्री एस० एम० बनर्जी]

भी उत्तर प्रदेश के रहने वाले है। और उत्तर प्रदेश का होने के नाते उन्होंने बुन्देलखण्ड के भयंकर पिछड़ेपन को देखा होगा। मैं अब भी कहना चाहता हू कि आज इस बिल के पास होने के बाद एक नई आशा की लहर वहा के लोगो मे दौड़ेगी और वह सोचेगे कि हमारे खेतो को सिचाई के लिए पानी इससे मिलेगा। अगर वहा का यह पिछड़ापन दूर हो जाय तो मेरा विश्वास है कि उत्तर प्रदेश की राजनीति मे फर्क आ जाय, क्योकि उत्तर प्रदेश मे कुछ ऐसे जिले हैं जिनक रेवेन्यू से ही पूरा उत्तर प्रदेश चल रहा है, वरना वहा एक तरफा बलिया और आजमगढ जैसे इलाके है उन से भी भयंकर पिछड़ापन बुन्देलखण्ड मे है। मेरे मित्र ने ठीक कहा कि डाकुओ का जन्म कैसे हुआ ? आप देखे कि चम्बल की रेवीन्स मे डाकुओ का जन्म पदाइश से नही हुआ, बल्कि भूख और प्यास ने उनको डाकू बना दिया। और अब भी उस इलाके मे डाकुओ का वह डर नही रहा क्योंकि मैं खुद ललितपुर गया, झासी से। लोगो ने कहा कि आप जा रहे हैं कुछ लोगो को साथ ले जाइये। मैंने कहा कि मेरे पास क्या है, बहुत होगा तो घडी ले लेगे, चश्मा तो कोई लेगा नही। तो वहा पर कोई इस वक्त डर नही है। और अगर यह पिछड़ापन दूर हो जाय तो वही डाकू जो आज डाकू कहलाते है, शहर व अच्छे नागरिक बन जाये। लेकिन उस के बारे मे मै कुछ आश्वासन मंत्री महोदय चाहता हू। यह नही कहता कि बटवारा हो जाय, मैं इस बात को मानने वाला हू कि कोई झगड़ा नहो रहना चाहिये, लेकिन कही एसा न हो कि वह पिछड़ा इलाका बुन्देलखण्ड का जिसके आसुओ से बेतवा नदी मे पानी है उस पर राजघाट के नाम म जो बांध बनाना है, कहीं ऐसा न हो कि उस का ज्यादा हिस्सा किसी ऐसे गांव में चला जाय जिसे मे पिछड़ा-पन नहीं चाहे वह गांव उत्तर प्रदेश का हो और चाहे मध्य प्रदेश का। इसलिये मंत्री महोदय आश्वासन दें इस का जो फायदा होगा उस से बुन्देलखंड की हालत को सुधारा जायगा।"

इन शब्दों के साथ मै मंत्री महोदय को बधाई देना चाहता हू और साथ ही उत्तर प्रदेश और मध्य प्रदेश के मुख्य मंत्रियो को भी बधाई देता हूं और आशा करता हूं कि उन में आपस में मेल मिलाप रहेगा। अध्यक्ष महोदय, यह बात सही है कि कोई डिसप्यूट होता है तो उसको सेन्टर तय करे। लेकिन डिसप्यूट क्यों हो। आपस में कोई डिसप्यूट नही होना चाहिए, और न होगा। अगर यह भावना हो जाय तो जिस पवित्र बेतवा जल के लिए लोग परेशान है उस से लोग खुशहाल हो जायेगे। इसलिये आपस मे कोई झगडा नही होना चाहिये। और मै निवेदन करना चाहता हू कि बुन्देलखड के और मध्य प्रदेश के पिछडे पन को ध्यान मे रखते हुए आपस मे तमाम झगडे तय होने चाहिये। जिस सद्भावना मे हम इस बिल को यहा पास करना चाहते हैं उसी सद्भावना से आगे भी चले यही मेरी कामना है।

श्री शशिभूषण (दक्षिण दिल्ली): अध्यक्ष जी मैं इस बिल का समर्थन करता हू, और जैसा माननीय बनर्जी ने कहा है कि बुन्देलखण्ड का जो पिछडा इलाका है उसमे कुछ आशा की नई लहर आयेगी, इसका भी मैं समर्थन करता हू। साथ ही मैं बनर्जी साहब की इस बात का भी समर्थन करता हू कि जो बोर्ड बन रहा है तो 20 सूत्री प्रोग्राम के आधार पर चुने हुए नुमाइन्दो का कम से कम कुछ तो ख्याल रखना चाहिये। इस दृष्टि से अगर उस

लाके के एम० पीज० को भी इस बोर्ड में रखा जाता तो बहुत अच्छा होता । अब भी उन को रखा जा सकता है, इस में कोई देर नहीं हुई है । तो माननीय बनर्जी साहब की इस सिफारिश का मैं समर्थन करता हूं ।

माननीय बनर्जी साहब ने जो यह बात कही कि गरीबी की वजह से डाकू पैदा होते हैं, मैं इस को नहीं मानता । महलों में जो सामन्तवाद के कीड़े पनप रहे हैं उन की वजह से डाकू पैदा होते हैं जितने भी हथियार डाकुओं को उस इलाके में दिये जाते रहे हैं वह कभी ग्वालियर के महल से मिले, कभी किसी और रजवाड़े से मिले । अगर उस क्षेत्र से सामन्तवाद समाप्त हो जाये तो डाकू आप को उस इलाके में नजर नहीं आयेंगे । बड़ी-बड़ी बिरादरी के लोग अपनी मूछों पर ताव देने के लिये और उन के पीछे चलने वाले जो अपने को मार्शल रेस का कहते हैं, वही लोग इन डाकुओं में हैं । मैं भी उस इलाके का रहने वाला हूं इसलिए वहां की परिस्थितियों से अच्छी तरह परिचित हूं । अगर वहां डाकू लोग डाका डालते हैं तो जाते वक्त जेवरात वह अपने साथ ले जाते हैं और बरतन हरिजन के घर रख जाते हैं । और वे बेगार में उठा कर ले जाते हैं और अगर कहीं पकड़े गये तो मार खाएं इस तरह से उस इलाके में बहुत पिछड़ापन है और मैं यह समझता कि यह मार्शल और नान-मार्शल रेस की बात खत्म कर दी जाए । हरिजनों को भी फौज में लिया जाए, पुलिस में लिया जाए । वे बहादुर हैं, उन के सीने भी उतने ही चौड़े हैं जितने कि दूसरे लोगों के और बुन्देलखंड के लोग बहुत मजबूत हैं, यह मैं जानता हूं । अगर ऐसा होगा तो उस इलाके में डाकू नहीं रह सकते लेकिन उन की आत्मा को कचोटा जाता है और उन को पीसा जाता है ।

अध्यक्ष महोदय : अब बेतवा नदी के पानी के बटवारे पर आइए ।

श्री शशि भूषण : बेतवा के बारे में मैं यह कहना चाहता हूं कि यह एक मानवता का प्रश्न था और इस को हल किया गया । मैं कहना चाहता हूं कि बुनियादी तौर पर सामन्तवाद के खिलाफ बीस सूत्री कार्यक्रम में हम ने पहली बार अपने प्रजातंत्र में फ्रेंच रैवोलूशन के बाद ऐसा हमला किया है वरना दुनिया की डैमोक्रेसी ने सामन्तवाद के साथ समझौता किया हुआ है । मेरा कहना तो यही है कि बेतवा के पानी से डाकू नहीं खत्म होंगे बल्कि सामन्तवाद को खत्म करने से ही वे खत्म होंगे ।

यह खुशी की बात है कि यू० पी० और मध्य प्रदेश में यह समझौता हुआ है वैसे मैं यह जानता हूं कि यू० पी० और मध्य प्रदेश के लोग पैरोकियल नहीं हैं और वे प्रान्तीयता को मानने वाले नहीं हैं और उन का आपस में झगड़ा नहीं है । मेरा दोनों प्रान्तों से सम्बन्ध रहा है, इसलिए मैं इस के बारे में जानता हूं लेकिन इस क्षेत्र में और भी बड़ी बड़ी समस्याएं हैं जैसे कि नर्मदा का प्रोजेक्ट है । उस से राजस्थान तक पानी जाने की सम्भावना है लेकिन वह वर्षों से पड़ा हुआ है और उस को हल करने की तरफ कोई ध्यान नहीं दिया जाता है । कमीशन बना दिया जाता है और उस में रिटायर्ड जज को बैठा दिया जाता है और वह कभी फैसला जल्दी नहीं करता अगर नर्मदा का फैसला कुछ अर्से पहले हो गया होता, तो मैं समझता हूं कि राजस्थान, गुजरात और मध्य प्रदेश, इन तीनों को काफी फायदा होता, लेकिन वह आज भी वैसा ही पड़ा हुआ है और लटका हुआ है । मुख्य मंत्रियों की मीटिंगें होती हैं लेकिन मामला तय नहीं हो पाता । इसके लिए पार्लियामेंट की कमेटी बननी चाहिए और फौरन फैसला होना चाहिए । इस को रिटायर्ड जज नहीं कर सकता है । उनको तो समय पूरा करना होता है । आप ने जो कमीशन को बजाए बोर्ड बनाया है, यह अच्छी शुरुआत की है । यह अच्छा होता कि इस में आप एम० पी० और उस इलाके

[श्री शशि भूषण]

के लोगों को भी रखते। अगर ऐसा हो तो फैसला जल्दी हो सकता है। बीस-सूत्री कार्यक्रम और खासतौर से इमर्जेंसी में जो ये सब काम हो रहे हैं, तो अच्छी बात है लेकिन जो पानी के और मसले पड़े हुए हैं उन की तरफ भी सरकार को फौरन ध्यान देना चाहिए। एक टाइम-बाऊन्ड चीज होनी चाहिए कि नर्मदा के विवाद का फैसला फलां समय तक हो जाएगा। हुक्म देने में हम क्यों कंजूसी करते हैं। इमर्जेंसी में हमने देखा है कि हिन्दुस्तान की जनता हुक्म को मानना चाहती है लेकिन हम हुक्म देने में कंजूसी करते हैं। इसलिए अगर सरकार जल्दी फैसला देगी तो वे इस को मानेंगे।

एक चीज और कहना चाहता हूं वैसे वह इस से सम्बन्धित नहीं है। यहां पर परिवहन मंत्री जी बैठे हुए हैं। नदियों के जरिये से या नहरों के जरिये से जो नेविगेशन होती है उस को हम ने हमेशा छोड़ा है। कई पार्लियामेंटरी कमेटीज बनी और उन की रिपोर्टस आईं लेकिन उन पर हम ने कभी ध्यान नहीं दिया। नेविगेशन में ट्रांसपोर्ट का खर्च कम होता है और उस में सामान आसानी से लाया और ले जाया जा सकता है। अगर नेविगेशन को बढ़ावा मिलता है तो उस में इलाके बढ़ेंगे शहर बढ़ेंगे जैसे कि आप देखते हैं कि पाश्चिमी यूरोप और दूसरे बड़े शहर नदियों की वजह से बढ़े हैं। उस तरफ कम ध्यान दिया गया है। कृषि के साथ सिंचाई जुड़ी हुई है तो यह भी उस के साथ आए। नदियों का प्रश्न भी उस के साथ जाए या फिर वह भी आप उस का दे दीजिए। यह जो अलग अलग मामला चल रहा है यह ठीक नहीं है। आप बेतवा का प्लान कर रहे हैं। कल पता लगा कि दूसरी नदियां से इस को मिलना है। यह बांध पुराना हो जाएगा। इसलिए पहले नेशनल लेवल पर इस का सर्वे होना चाहिए कुछ हो चुका है, बहुत दिन पहले हुआ था लेकिन वह काफी नहीं है और इस दिशा में काम होना चाहिए।

इस बिल का मैं समर्थन करता हूं लेकिन साथ ही यह भी कहना चाहता हूं कि नर्मदा योजना का फैसला बहुत जल्दी होना चाहिए। वह इलाका बहुत पिछड़ा हुआ है। उस का फैसला जल्दी होने से और बांध बनने से मध्य प्रदेश भी आगे बढ़ सकेगा और सामन्तवाद का खात्मा हो जाएगा।

इन शब्दों के साथ मैं समाप्त करता हूं।

12 55 hrs

[MR DEPUTY-SPEAKER *in the Chair*]

श्री मूल चन्द डागा (पाली) : उपाध्यक्ष महोदय, यह जो बोर्ड बनाने की भावना है वह ठीक है। लेकिन आप मेहरबानी करके कानून को पूरा पढ़ लीजिए बीस साल तक इसका इम्प्लीमेंटेशन नहीं होना है। अभी शशिभूषण जी कह रहे थे कि कमीशन हो तो समय निर्धारित हो जाए। उसमें तो कुछ नहीं है। आप इस बिल की सारी सेक्शन पढ़ लीजिए। इसमें लिखा है कि बोर्ड रूल्स फ्रेम करेगा। बोर्ड को रूल्स बनाने का पावर नहीं है। यह तो कानून बनाने का कम एक तरीका है कि कानून बन गया। बोर्ड कैसे रूल्स फ्रेम करेगा कैसे करेगा, क्या करेगा यह एक बड़ा प्रश्न है। मैं आपको बताता हूं इसमें लिखा है—

Subject to the rules the Board may appoint such officers and employees as it may deem necessary for the efficient discharge of its functions '

फिर उसके बाद कहा है--

The Board shall, as far as practicable utilise the services of the officers and employees offered by the Government of Madhya Pradesh and Uttar Pradesh in such a manner that equal representation is given to the two States

The terms and conditions of service of the officers and employees of the Board shall be such as may be **determined by regulations."**

बोर्ड क्या करेगा ? बोर्ड सरविसिज के रूल्स बनायेगा या रैगुलेशंस बनायेगा, क्या करेगा ? इसमें आपने यह भी कहा है कि वह सरविसिज अक्वायर करेगा । इसका इसमे प्रोविजो है । ये जो कानून बनते हैं उनका कुछ मकसद होता है । इस कानून का मकसद क्या है, आप इस कानून के आधार पर जो काम करने जा रहे है, वह इसमे कुछ स्पेसिफाई नही है । कौन-सी तारीख से बोर्ड काम करेगा यह कुछ साफ नही होता । मंत्री जी ने इसकी सारी सेक्शंस तो जरूर पढी होंगी । सेक्शन 2। को आप देखे । इसमें लिखा है—

"The Board may, with the previous approval of the Central Government, make regulations not inconsistent with this Act and the rules for enabling it to discharge its functions under this Act"

क्या आपने इसके लिए बोर्ड को कोई गाइडलाइन्स दी है या नहीं ? ऐसे कानून बनाने का क्या फायदा ? बोर्ड जब रैगुलेशन बनायेगा तो सेन्ट्रल गवर्नमेंट को एडवाइज देनी पड़ेगी । वह एडवाइज आप किस वक्त देंगे ?

हर सेक्शन मे एक बात है कि बोर्ड जो कानून बनायेगा उसमें नौकरी रखने के काम को इम्प्लीमेंट करने के लिये भी नियम बनायेगा और सारे के सारे कानून बनाने मे वह सेन्ट्रल गवर्नमेंट से कंसल्ट करेगा । इसमे रिप्रेजेंटेशन कैसे होगा, इंजीनियर्स कौन से होंगे ? मध्य प्रदेश के इंजीनियर्स लगाये जायेंगे या उत्तर प्रदेश के लगाये जायें । अकाउंटेंट उत्तर प्रदेश का होगा या मध्य प्रदेश का होगा ? इस बारे में इसमें कुछ नहीं है ।

13 01 hrs.

मेरे विचार मे इस बोर्ड के जो काम करने का तरीका होगा वह लम्बा होगा । इसमें आप कहीं पर भी बता दीजिए कि यह हो कि बोर्ड इस प्रकार काम करेगा और इस प्रकार काम करायेगा । काम करने के लिये कौन जिम्मेदार होगा ? बोर्ड क्या करेगा यह स्पष्ट नहीं है ।

"Subject to the rules, the Board may from time to time, constitute one or more Advisory Committees to assist the Board and the Executive Committee in the efficient discharge of their functions"

You say 'one or more', for what purpose? What will be the object of the Advisory Committee? कानून क्या बनना है भगवान जाने । कितनी होंगी, किस उद्देश्य के लिए बनाई जाएँगी, कुछ पता नहीं ।

Coming to Clause 9, it says

'Subject to the rules " Who will frame these rules? It goes on to say.

" the Board may from time to time, constitute one or more Advisory Committees to assist the Board and the Executive Committee in the efficient discharge of their functions"

एडवाइजरी कमेटी की जो राय होगी, वह बाइंडिंग होगी या नहीं ? बोर्ड क्या काम करेगा ? क्लाज 9(1) मे किस प्रकार से आफिसर्स मुकर्रर किए जाएँगे, कोई रास्ता नहीं बनाया गया है ।

[श्री मूल चन्द डागा]

Clause 11(iii) says:

"that the Governments of Madhya Pradesh and Uttar Pradesh shall extend full cooperation to the Board and shall in particular make available to the Board the land and electric power required by it for construction purposes as expeditiously as possible."

यह क्या रूल है ? किस तरह से यह होगा । किन शर्तों पर प्रबन्ध करेंगे । इस कानून को बनाने में मंत्री महोदय का क्या उद्देश्य है पता नहीं चलता है । सिंचाई का बांध बन जाएगा और काफी भूमि सिंचित हो जायगी लेकिन कितने वर्ष लगेंगे ? क्या इस पर उन्होंने अपना दिमाग भिड़ाया है ?

What is the power of the Board?

"Without prejudice to the generality of the foregoing revision, such power shall include the powers—

(a) to acquire, hold and dispose of such properties.. "

अगर लैंड एक्वायर करना है तो

I say that it should be acquired under the Land Acquisition Act. क्या उसके लिए अलग रूल बनेंगे ?

What does clause 17 says? It says

"In the discharge of its functions, the Board shall be guided by such directions and instructions on questions of policy as may be given in it by the Central Government".

यह क्या डायरेक्शन होंगे ? बोर्ड बनने के पहले डायरेक्शन इशू हुए है या नहीं हुए है ?

MR. DEPUTY-SPEAKER: Order, please We are discussing, I think, the first stage—the principle—and we do discuss the clauses at this stage; we discuss them at the next stage You can speak on clauses at that stage.

SHRI M. C. DAGA: All right, Sir. I am telling you as to how the Board will function.

MR. DEPUTY-SPEAKER: You are clause by clause as if you are discussing every clause.

श्री मूलचन्द डागा : मैं यह कहना चाहता हूं कि बोर्ड फंक्शन कैसे कर सकेगा, उसको क्या पावर्ज हैं, बोर्ड कब तक काम पूरा कर लेगा, कैसे कर लेगा, कुछ पता नहीं । जो आपकी इच्छा है वह इस बिल से पूरी नहीं होगी । इससे समय की और पैसे की बरबादी होगी ।

श्री केदार नाथ सिंह : उपाध्यक्ष महोदय, जिन माननीय सदस्यों ने इस बहस में भाग लिया है उनको मैं सब से पहले धन्यवाद देना चाहता हूं । हमारे सभी मित्रों ने इस बिल का हृदय से स्वागत किया है । कुछ शंकायें भी कुछ मित्रों ने व्यक्त की है । मैं कोशिश करूंगा कि उन शंकाओं का समाधान कर सकूं । मधुकर जी ने इस बिल पर बोलते हुए कुछ बुनियादी सवाल उठाए है । उन्होंने कहा है कि पानी के बारे में हमारी राष्ट्रीय नीति क्या है । उन्होंने उत्तर प्रदेश के पूर्वी भागों और बिहार के उत्तरी भागों में जो बाढ़ों के कारण संकट आता है उसके बारे में भी कुछ सवाल उठाए है । हालांकि वे इस बिल के बाहर हैं ।

जैसा कि आप को मालूम है, नेपाल सरकार से बातचीत चल रही है । एक बहुत हाई-पावर्ड डेलीगेशन वहां गया था, और कुछ मसलों पर इनवेस्टीगेशन करना तय हो गया था । करनाली, बागमती और शारदा नदियों पर कुछ योजनायें बनने के बारे में काम शुरू हो गया है ।

माननीय सदस्य ने कहा कि नदियों के जल के बारे में एक राष्ट्रीय नीति होनी चाहिए और जल को राष्ट्रीय सम्पत्ति घोषित करना चाहिए । इस विषय में सरकार की तरफ से

काफी कोशिश हो रही है। लेकिन चूंकि इस बारे में आखिर में राज्य सरकारों ने राय देनी है, इसलिए उन की सहमति भी जरूरी है। मैं माननीय सदस्यों से यह आग्रह करूंगा कि वह राज्य सरकारों पर दबाव डालें कि " हमारे प्रस्ताव को स्वीकार करें।

श्री अहिरवार ने कहा कि जहां इस वक्त बांध बन रहा है, वह मुनासिब जगह नहीं है, बल्कि अगर इससे तीन चार किलोमीटर ऊपर बांध बनता, तो शायद कुछ "से का फायदा हो जाता। मैं समझता हूं कि हमारे टेक्निकल साथियों, दोनों राज्यों के इंजीनियरों और सेंट्रल वाटर एण्ड पावर कमीशन, ने इस पर काफी गौर किया, इनवेस्टीगेशन किया, और वह जगह मुनासिब नहीं पाई गई। इसलिए बेतवा नदी पर जहां इस वक्त बांध बन रहा है, वही मुनासिब जगह पाई गई है।

इस बोर्ड की स्थापना क्यों हो रही है? इस देश में यह पहला बोर्ड बनने जा रहा है। इस के कुछ कारण हैं। इस बांध का ज्यादातर हिस्सा मिट्टी का होगा और थोड़ा सा हिस्सा मेसनरी का होगा। इस का आधा भाग मध्य प्रदेश में है और आधा भाग उत्तर प्रदेश में है। इस लिए अगर उन प्रदेशों की सरकारें अलग अलग बनाती, तो सम्भव था कि यह बांध न बन पाता। इसलिए इस बोर्ड की स्थापना की आवश्यकता हुई। यह बोर्ड एक हाई-पावर्ड बोर्ड है, जिस की अध्यक्षता एग्रीकल्चर एण्ड इरिगेशन मिनिस्टर करेंगे। उस में दोनों राज्यों के मुख्य मंत्री, वित्त मंत्री और सिंचाई मंत्री होंगे। इस हाई-पावर्ड बोर्ड के सामने ये सब मसले आयेंगे कि पानी का उपयोग कैसे हो।

श्री डागा ने कई आपत्तियां की हैं। उन की शंका है कि शायद यह बोर्ड नहीं चल पायेगा मैं आश्वासन देना चाहता हूं कि यह बोर्ड कंस्ट्रक्शन के लिए, और उस के बाद मेंनटेनेंस के लिए है, और वह अपने रूल्ज बनायेगा, और उन रूल्ज के मुताबिक एडवाइजरी कमेटीज बनेंगी। चूंकि यह बोर्ड एक टैक्नीकल बोर्ड नहीं है, इसलिए उस को टैक्नीकल राय और मश्वरा लेना पड़ेगा। अपने टैक्नीकल नो-हाउ से कैसे सहायता लें, इसके लिए एडवाइजरी कमेटी बनानी पड़ेगी। एक, दो या तीन, जितनी भी जरूरी होवे, उतनी कमेटियां बनेंगी, लेकिन सौ या पचास की संख्या में न कभी कमेटियां बनी हैं और न बनाने की आवश्यकता महसूस होगी।

श्री शशि भूषण ने इस बिल का स्वागत किया है और उन्होंने इस विषय में कोई आपत्ति नहीं की है। श्री बनर्जी ने कहा है कि एडवाइजरी कमेटी में उस इलाके के लोक सभा के सदस्य भी रहें। तो यह सवाल आयेगा कि विधान सभा और जिला परिषदों के सदस्य भी कहेंगे कि उन को भी रखा जाये।

श्री रामलाल मिश्र 'मधुकर' : जो लोग विस्थापित होंगे, उन के रीहैबिलिटेशन के बारे में सरकार ने क्या सोचा है? बांध पर काम करने वाले मजदूरों की जो समस्यायें पैदा होंगी, उन का समाधान कैसे हो सकेगा?

श्री केदार नाथ सिंह : मैं समझता हूं कि जो मुख्य मंत्री हमारे हैं दोनों प्रदेशों के वह जनता के ही नेता हैं और उन के वहां होने से सारे मसले हल हो जायेंगे।

उन्होंने जो रिहैबिलिटेशन का सवाल उठाया वह भी इसी बोर्ड के सामने जायगा और बोर्ड तय करेगा कि कितना मुआवजा दिया जायगा, कहां बसाया जायगा। सारे मसले उस के सामने आयेंगे। वह इतना बड़ा फोरम होगा कि कोई भी मसला आएगा तो उस के सामने रखा जायेगा, वह तय करेगा

[श्री केदार नाथ सिंह]

और अगर वह कोई नहीं तय कर पाएगा तो आखीर में वह केन्द्रीय सरकार के सामने आयेगा और केन्द्रीय सरकार का फैसला अन्तिम होगा, दोनों सरकारों के लिए वह मान्य होगा ।

मारे दोस्तों ने जो इस बिल का समर्थन किया है उस के लिए मैं उन को हृदय से धन्यवाद देता हूं और आशा करता हूं कि वह इस के इम्प्लीमैंटेशन में भी हमारे साथ सहयोग करेंगे ।

श्री नटवर लाल पटेल (मेहसाना) : मैं एक प्रश्न पूछना चाहता हूं । मंत्री महोदय ने बताया कि जल को देश की सम्पत्ति बनाने के लिए स्टेट गवर्नमेंट्स से आप पूछ रहे हैं । मैं आप से यह जानना चाहता हूं कि ये सारी बातें पिछले तीन सालों से चल रही हैं, स्टेट गवर्नमेंट वाले अगर इस का विरोध करते हैं........ (व्यवधान) ......

MR. DEPUTY-SPEAKER: That is outside the scope of this Bill. He just referred to it by the way. It is not part of the Bill. Because some members had raised that point, we just referred to it.

SHRI SHIVNATH SINGH: This is the principle involved in the Bill.

SHRI NATWARLAL PATEL: This is a matter of co-operation among State Governments. Let us know which are the State Governments which are not co-operating. This matter has been going on for the last three years.

MR. DEPUTY-SPEAKER: This is a much bigger question. But if he wants to answer, he may.

SHRI KEDAR NATH SINGH: Although, as you have observed, it is not part of the Bill, as I have already mentioned, State Governments are being consulted on this issue. Ultimately we come to Parliament to take its sanction. Then we will have to go to the State Governments to take their agreement. Suppose they decide not to agree, then we shall be in difficulty. We are considering all this and we are taking necessary steps and we hope State Governments will also take the same view.

SHRI NATWARLAL PATEL: The question is very simple.

MR. DEPUTY-SPEAKER: That is enough. The question is:

> "That the Bill to provide for the establishment of a Board for the creation of a reservoir at Rajghat by construction, on behalf of the Governments of Madhya Pradesh and Uttar Pradesh, of a dam on the Betwa river at Rajghat and for the regulation of such reservoir, be taken into consideration."

The Motion was adopted.

MR. DEPUTY-SPEAKER: We take up clause by clause consideration. The question is:

> "That clauses 2 to 24, the Schedule and clause 1 stand part of the Bill."

The Motion was adopted.

Clauses 2 to 24, the schedule and clause 1 were added to the Bill.

Enacting Formula

Amendment Made:

Page 1, line 1,—*for* "Twenty-sixth" *substitute* "Twenty-seventh". (1)

(*Shri Kedar Nath Singh*)

MR. DEPUTY-SPEAKER: The question is:

> "That the Enacting Formula, as amended, stand part of the Bill."

The Motion was adopted.

The Enacting Formula, as amended, was aded to the Bill.

The Title was added to the Bill

SHRI KEDAR NATH SINGH: I beg to move:

"That the Bill, as amended, be passed"

MR DEPUTY-SPEAKER The question is:

"That the Bill, as amended, be passed"

The Motion was adopted

13.15 hrs.

INDIAN STANDARDS INSTITUTION (CERTIFICATION MARKS) AMENDMENT BILL

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B P MAURYA) Sir, I beg to move

That the Bill further to amend the Indian Standards Institution (Certification Marks) Act, 1952, as passed by Rajya Sabha, be taken into consideration"

The ISI (Certification Marks) Amendment Bill, 1976 was considered and passed by the Rajya Sabha on the 10th March 1976 The Committee on Subordinate Legislation, while scrutinising the Indian Standards Institution (Certification Marks) Amendment Regulations 1968 noticed that though the regulations provide for the levy of fees for the grant or renewal of any licence which have the effect of imposing a financial burden, they are not required to be laid before both Houses of Parliament and hence they recommended that the regulations should be so laid This Bill, therefore amends the ISI (Certification Marks) Act to achieve this object

In amending the Act for this purpose, sub-section (4) of Section 20 of the Act has been deleted, and a new section 22 has been inserted The new section 22 clearly provides for the laying of the rules and regulation framed under the Act to be laid on the Tables of the two Houses of Parliament

Secondly, clause (e) of sub-section (2) of section 20 has been deleted and the words, "and may also provide for the levy of fees for the grant or renewal of any licence" have been added at the end of sub section (2) of section 21 This has been done to empower expressly the Indian Standards Institution to make regulations for the levy of fees for the grant or renewal of any licence under the ISI (Certification Marks) Act, 1952 This amendment does not involve any new provision in the Act The provision already existing against clause (e) of sub-section (2) of section 20 has been omitted and it has been added at the end of sub-section (2) of section 21 Sir, I beg to move that the Bill be taken up for consideration

MR DEPUTY-SPEAKER This is only to enjoin that regulations should be laid on the Table of the House What are you going to say? I thought you should welcome a measure of this kind

Motion moved

'That the Bill further to amend the Indian Standards Institution (Certification Marks) Act, 1952 as passed by Rajya Sabha, be taken into consideration '

DR SARADISH ROY (Bolpur) I have a few observations to make This Bill has been introduced in accordance with the recommendations of the Subordinate Legislation Committee of this House In a report of the Fourth Lok Sabha presented on 16th December, 1970 to this House the Committee says

The ISI is not precluded from making regulations for prescribing fees, such regulations are not in consonance with the spirit and scheme of section 21 of the principal Act Even otherwise, the Committee feels, that fees for grant of licences

[Dr. Saradish Roy]

which have the effect of imposing a financial burden should be regulated through Rules which are laid on the Table of the House rather than Regulations, which are not so laid. The Committee, therefore desires that the Government should consider the matter in the light of its forgoing observation."

MR. DEPUTY-SPEAKER: Now they have considered it.

DR. SARADISH ROY: After five long years. This is the sixth year and this is the grace period for the Fifth Lok Sabha; that report was presented to the Fourth Lok Sabha.

MR. DEPUTY-SPEAKER: You have a point there.

DR. SARADISH ROY: The Subordinate Legislation Committee of the Fifth Lok Sabha in its report presented on 3rd April, 1974, says:

"They desire the Ministry to take early action to amend the Act for incorporating therein the laying clause as approved by them."

The first recommendation was made in 1970 by the Fourth Lak Sabha and that was reiterated on 3rd April 1974 by the Committee of the Fifth Lok Sabha.

I want to draw the attention of the Minister to the fact that scant attention has been given by the Ministry to the observation made by the Committee appointed by this House. That is my point. In a period of a few months, a propaganda has been made inside the country regarding the maintenance of standards and the Government have come forward to ensure correct package of materials, fixing of correct prices of the various items and mentioning of the date of their manufacture. I.S.I. have stated that they have standardised more than 4000 items ranging from steel to kerosene. Even for the last few days they have standardised items like janata soap and its fat content has been increased from 65 per cent to 75 per cent. All these things are there. It is very good. But the question is how they are going to implement this Act in the case of each and every item. The business men, the manufacturers and the exporters are taking the benefits of the I.S.I. mark.

MR. DEPUTY-SPEAKER: These are important things. But they are outside the Bill. You have made important observations about the working of the I.S.I. But it is not within the ambit of this Bill.

DR. SARADISH ROY: I want to know how this Act is being implemented.

MR. DEPUTY-SPEAKER: For that you should have a discussion.

DR. SARADISH ROY: Taking advantage of these I.S.I. marks these manufacturers and the exporters have ruined the prestige of our country. The articles which they are exporting in the guise marks are in many cases below the I.S.I. standard. On account of that we are losing some foreign markets. Even in our traditional goods, we are losing foreign markets. This Act provides for punishment for not maintaining the I.S.I. standard under Section 13.

MR DEPUTY-SPEAKER: We are not discussing the Act and its implementation. The Bill only proposes that certain regulations that were made and were not laid on the Table of the House, should now be laid on the Table of the House and you made a good point about the delay of five years. If you want to take this opportunity for discussing the entire function of the I.S I. I think it would be very difficult. There should be a separate discussion for that.

DR. SARADISH ROY: Under Section 13 of the original Act, there is a provision for imposing penalty for

improper use of standard marks I would like to know, during the last several years, that is, from the year the Act has been in force (1952), whether any person has been prosecuted under this Section At least for the last two or three years, after Emergency, how many cases they have lodged and in how many cases, concerned persons have been punished

SHRI M C DAGA (Pali) As you have rightly pointed out, under rules 2, 3 and 4 of Rules of Procedure and Conduct of Business in Lok Sabha, this should have been laid on the Table of the House This has not been done so long One more thing I want to know Whether the Government has recovered any fee for the renewal of licences because the Act was passed in the year 1952 and today they have come forward with this amendment If they have recovered any fee for the renewal of licences I would like to know whether it has been recovered legally from the people who have got their licences renewed Are you going to return it back?

SHRI B P MAURYA I will first deal with the point raised that there has been unnecessary or undue delay in the implementation of the recommendations of the parliamentary committee No doubt there was a recommendation in 1971, but the Ministry of Industrial Development gave its comment on the recommendation and we feel obliged to the committee that they agreed with our proposal I quote the final recommendation of the Committee on Subordinate Legislation, Fifth Lok Sabha 1974 Tenth Report, page 43

"The committee are happy to note that the Ministry of Industrial Development have agreed to the regulations made under section 21(1) of the Indian Standards Institution (Certification Marks) Act, 1952 being laid before Parliament They desire the Ministry to take early action to amend the Act for incorporating therein the laying clause as approved by them *vide* paras 33-34, Second Report, Fifth Lok Sabha"

This recommendation was made on 3rd April 1974 It at all, there is a little delay We tried our level best to come before the House for its approval at the earliest.

MR DEPUTY-SPEAKER It was a delay of two years I would like this point to be clarified When the committee first submitted its report in 1970, did the government raise certain points which necessitated reconsideration by the committee and the committee again came with a report in 1974 or the second report of the committee was only a reiteration of its previous report?

SHRI B P MAURYA There was a little modification I have already quoted the recommendation made in 1974 The recommendation made in 1971 was a little different They said some of the sections of the I S I Act are contradictory and conflicting Secondly, they said, they are having the power to impose some levy and under the Act the institution is not supposed to lay it before the House There was a little modification So far as the Ministry is concerned, we said we are going to amend the I S I Act itself and when we make that amendment whatever was recommended in 1971 will be incorporated therein The committee agreed to that proposal That was the position I quote '71 report

DR SARADISH ROY It is 16th December 1970

MR DEPUTY-SPEAKER How many reports are there?

SHRI B P MAURYA In 1971, this was recommended

MR DEPUTY-SPEAKER But he is saying 1970 What is the year of the report?

DR. SARADISH ROY: This was placed in the House on 16th December, 1970.

SHRI B. P. MAURYA: In fact, there are three reports. My hon. friend is quoting 1970 report and I am quoting 1971 and 1974. The recommendation of 1974 Report was final. If you take note of the three reports, you will find that the final recommendation of 1974 was a little different from those of 1970 and 1971.

MR. DEPUTY-SPEAKER: Even if it is '74 there is a delay of 2 years. If we take the Minister's words that there have been certain objections or certain submissions made to the Committee and certain changes have been made by the Committee, even if you take 74, it has been a delay of two years. I think, it will meet the point if you say that this is due to overlooking.

SHRI B. P. MAURYA: A little delay is there, no doubt, and I am sorry for that.

As far as the working and mis-use of ISI mark is concerned, as the hon. Member has mentioned, Sir, If you permit, I want to say that the ISI mark is not being mis-used and we have got vigilant watch on that. The certification mark reflects a rigid quality control in accordance with the Scheme of testing and inspection given by the Institution and supervision coupled with surprise inspections to assure the quality. The Inspecting Officers who thoroughly check the records of the manufacturer, draw samples and make a number of other checks, are qualified Grade I officers. Their reports, in addition, are scrutinized by senior authorities at a higher level before the licence is granted or the same is renewed. The arrangement within the Institution is such that the Inspecting Officers visit the manufacturing premises by rotation. Testing of factory samples as well as samples purchased from the market is done at different places. Thus possibility of slackness or indifference on the part of any one in the whole process is eliminated.

Consumer complaints, if any, receive immediate and adequate attention and in accordance with the agreement between the manufacturer and the I.S.I. the manufacturer has an obligation to place free of cost any of this goods bearing the mark and found defective by the consumer. In addition, if it is found that the defects are through negligence or by errors of commission, penal action can be taken under the Act and the licence cancelled altogether.

Another important feature of the ISI certification marks scheme is that when a manufacturer is granted licence for marking his product with ISI mark, he has also to sign an agreement according to which if any product bearing the mark does not conform to the relevant Indian standard, the manufacturer is solely held responsible and action can be taken against him in accordance with the Act. Therefore, the possibility that an ISI Inspector can relax his inspection and permit a substandard product being marked with ISI is very remote.

Further, in view of the fact that many officers are involved in checking the quality, no one individual is responsible for finally approving the quality of any material or product. Thus, the scheme totally eliminates the personal factor of an individual. Sir, the inspecting officers of I.S.I. are subject to the normal conduct rules of the Government; and if any offence is committed during the course of their duties, it will be punishable in accordance with the rules. The services of ISI are sought extensively by the industry and the Governments....

The details regarding the action taken during the period are also here. If the hon. Member is keen, I can give them to him, outside the House. Unnecessarily, I should not take much more of the valuable time of this august House. With these words, move that the bill be passed.

SHRI M C. DAGA What about the levy recovered illegally?

MR DEPUTY SPEAKER. What is illegal about it?

SHRI M C DAGA The rule was not there You say, because you have come up with this amendment (Interruptions)

SHRI B P MAURYA Since this very practice has been brought to the knowledge of the department concerned we are coming before the House, so far as the past is concerned

MR DEPUTY SPEAKER I personally do not see anything illegal, because the Act did not specify that the regulations should be laid on the Table, but the Act empowered the making of the regulations As long as the Act does that, any fee levied under those regulations is not illegal The only thing that the Act did not specify was that it was not necessary for the regulations to the laid on the Table, and this was discovered as a lacuna, which the Government wants to rectify I don't see any irregularity in that

SHRI M C DAGA I want to draw your attention to Section 20, which says that the rules will be framed Section 20 says

> 'The Central Government may, subject to the condition of previous publication by notification in the Official Gazette make rules to carry out the purposes of this Act"

MR DEPUTY SPEAKER The rules have been laid?

SHRI M C DAGA (e) says "levy of fee for the grant or renewal of licence'

They have never been laid on the Table

MR DEPUTY SPEAKER There is a point there

SHRI B P MAURYA The Act itself was passed by the House, and there is a provision in the Act itself. The only lacuna was in regard to the rules Whatever further rules are made, they should be brought before the House.

SHRI M C DAGA The point to be considered is whether they were laid on the Table of the House or not When it has not been done, Government has no right to recover it

MR DEPUTY SPEAKER Order, order I am dealing with them Let us clarify the position Did the Act specify that these rules and regulations, under which you are to charge certain fees for the grant or renewal of licences should be laid on the Table of the House and were they ever laid on the Table of the House?

SHRI B P MAURYA The Act itself provides for this levy and it also provides for the rules

MR DEPUTY SPEAKER The Act itself provides for the fee Where is the Act? Just a minute (Interruptions)

SHRI B P MAURYA You can see it under Section 3 "Powers and duties of the Institution' Under Section (3) (d) it says

> 'levy such fees for the grant or renewal of any licence as may be prescribed '

The provision is there The lacuna was about the rules

MR DEPUTY SPEAKER I see that

The Act itself empowers these levies They have not been levied under the rules and regulations but under the provisions of the Act itself. So, there is no illegality

I would request the Table that whenever any Act is being amended the original Act should also be kept here I did not find it here and that is how the whole confusion arose

The question is:

[Mr. Deputy Speaker]

"That the Bill further to amend the Indian Standards Institution (Certification Marks) Act, 1952, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: We now take up the clause by clause consideration.

The question is:

"that clauses 2 to 4, clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 2 to 4, clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI B. P. MAURYA: I beg to move:

"That the Bill be passed"

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed".

The motion was adopted.

13.42 hrs.

MATERNITY BENEFIT (AMENDMENT) BILL

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): Sir, I beg to move*.

"That the Bill further to amend the Maternity Benefit Act, 1961, as passed by Rajya Sabha, be taken into consideration."

As hon. Members are aware the Maternity Benefit Act, 1961 regulates the employment of women in certain establishments for certain periods before and after child birth and provides for maternity benefit and certain other benefits. The Act applies, in the first instance, to factories, mines plantation and circus industry except those factories or establishments to which the provisions of the Employees' State Insurance Act, 1948 apply for the time being. It can be extended to other establishments by the State Governments.

It will take some time to extend the ESI Act, 1948 to all areas and to cover all establishments thereunder. As such, the grant of maternity benefit to women industrial workers is at present governed by the provisions of the Maternity Benefit Act, 1961 or the Employees' State Insurance Act, 1948, as the case may be. The provisions for the grant of maternity benefit under the two Acts are almost similar except that all female employees are covered under the Maternity Benefit Act, in respective of any wage limit, while under the Employees' State Insurance Act, only those are covered who are in receipt of wages not exceeding Rs. 1000 per month.

A number of women are employed in the factories or establishments which are covered under the Employees State Insurance Act, 1948, but are not covered by that Act, as they are in receipt of wages exceeding the amount specified in that Act namely, Rs. 1,000 per month. The provisions of the Maternity Benefit Act, 1961 also do not apply to them, as that Act specifically excludes from its purview factories or establishments to which the provisions of the Employees' State Insurance Act, 1948 apply. Thus, the women employees employed in factories or establishments covered by the Employees' State Insurance Act, 1948 and in receipt of wages exceeding the

*Moved with the recommendation of the President.

amount specified in that Act are not in receipt of maternity benefit either under the Employees' State Insurance Act, 1948 or the Maternity Benefit Act, 1961. On the other hand, women employees drawing wages exceeding Rs. 1000 and employed in establishments which are not covered under the Employees' State Insurance Act, 1948 continue to get the Maternity benefit under the Maternity Benefit Act, 1961 as there is no wage limit for coverage under the later Act. This is obviously an anomalous position which came to our notice recently.

This Bill seeks to remove the anomaly with regard to payment of maternity benefit to women employees employed in factories or establishments covered by the Employees' State Insurance Act, 1948 and in receipt of wages exceeding the amount specified in the Employees State Insurance Act, 1948 by making them eligible for maternity benefit under the Maternity Benefit Act, 1961. The State Governments and the Union Territories have been consulted, and all of them have supported the proposal.

When this Bill was being considered in Rajya Sabha, several suggestions were made for securing more effective enforcement of the Maternity Benefit Act, 1961. These suggestions will be kept in view and everything possible will be done to see that the provisions of the Act are effectively enforced.

I now commend the amending Bill for the consideration of the House. Since this is a non-controversial Bill, while I would consider the various suggestions that may be made by the trade union leaders, this Bill may be passed without any controversy.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill further to amend the Maternity Benefit Act, 1961, as passed by Rajya Sabha be taken into consideration."

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I welcome this Bill and I am very happy to see that the Minister has been wise enough to remove an anomaly in a very short period because I remember how many years it took us to get the Government to understand that the Employees' State Insurance Act itself should be amended so that the qualifying wage limit could be raised. I am also very happy that, at a time when we find all sorts of threats being held out over this whole problem of maternity benefit in the name of the fulfilment of the family planning target that more and more penalties are going to be introduced and that children to be born are going to be penalised in the name of family planning, we are having a provision introduced in the Maternity Benefit Act which is going to help women who are in employment, who are today earning a higher wage than that stipulated in the Employees' State Insurance Act.

I would like to make only one appeal to the hon. Minister. While we are bringing this amendment to this Act, why not have an over-all view of the Act and see that other amendments are brought and various other lacunae are also taken care of?

For instance, when we are discussing this Bill in the background of the 20-point programme and the emergency, the Maternity Benefit Act should also be amended in order to ensure that the agricultural workers also get this benefit because your 20-point programme is directed towards the rural people. We have been talking about the rural people and the under-privileged sections which are being neglected, but we forget them when it comes to actually making legislation and giving the backward sections and the rural population the benefits enjoyed by those in the urban areas and in organised industry.

He will say that according to the Bill, the States can notify, but the

[Shrimati Parvathi Krishnan]

point is that the Bill must have some provision by which the Central Government can actively intervene to ensure that the Act does extent to such sections, the neglected sections, i.e., agricultural labour, construction workers and so on. Just this clause permitting the State Governments to issue a notification is totally insufficient as we know from our experience of all these years. The same problem is there in regard to contract labour also.

Therefore I would appeal to the hon. Minister that with the same foresight and speed with which he brought this amendment, he should once again go through the Act and have discussions with the central labour organisations and as soon as possible bring a comprehensive amending Bill so that the benefits that accrue under the Act are given to the maximum number in the country.

श्री राम सिंह भाई (इंदौर) : श्रीमन् जो संशोधन लाया गया है वह बहुत उपयोगी है मैं इसके लिये मन्त्री महोदय को मुबारकबाद देना चाहता हूं। लेकिन ऐसी महिलायें कारखानो और प्रतिष्ठानो मे अधिक सख्या मे नही हैं, इनी गिनी ही है फिर भी यह अच्छी बात है कि उन महिलाओ को इसके द्वारा लाभ प्राप्त होगा—इसमे कोई दो मत नही है। इस सिलसिले मे मैं निवेदन करना चाहता हू कि ऐसा संशोधन विधेयक लाने से पहले आपको यह प्रबन्ध करना चाहिये कि जो कानून श्रमिको को सुविधा दिलाने के लिए, न्याय दिलाने के लिए आप बनाते है उनको लेकर वे अपनी रोजी रोटी मे मोहताज न हो जाये। मैंने अनुभव मे देखा है कि पहले उद्योगो मे महिलायें बहुत तादाद मे काम करती थीं लेकिन जहा पर पहले 50 परसेंट महिलायें थी वहां पर अब एक परसेंट भी महिलायें नही रही हैं। जब से मैटर्निटी बेनिफिट का प्राविजन आया है तबसे उसके अन्तर्गत उनको बच्चा जन्म देने के पहले और उसके बाद सवेतनिक छुट्टी देनी पड़ती है। एक अमुक टाइम तक वे बिना छुट्टी पर भी घर रह सकती हैं काम पर आने के बाद उन बच्चों को पालना और घर का प्रबन्ध करना पड़ता है। दूध का इन्तजाम करना पड़ता है, कपड़े का इन्तजाम करना पड़ता है आया का प्रबन्ध करना पड़ता है। ऐसी स्थिति में मैंने देखा है कि जितने अच्छे मैटर्निटी बेनिफिट के लिए संशोधन किए गए हैं तबसे महिलाओं की संख्या जहां पर पहले 50 परसेंट थी वहां पर एक परसेंट रह गई है और कहीं-कहीं तो एक परसेंट भी नहीं रही है।

मैं विशेष रूप से यहां टेक्सटाइल इंडस्ट्री का जिक्र करना चाहता हूं। दुनिया के देशों में इस इंडस्ट्री में 80—90 परसेंट महिलायें काम करती हैं—केवल हैवी वर्क ही पुरुष करते है। सोवियत रूस मे अमरीका और जापान मे भी 90 परसेंट तक महिलाये हैं, पुरुष केवल हैवी वर्क ही करते हैं। लेकिन जब से हमारे देश मे मैटर्निटी बेनिफिट की स्कीम आई है तब से हमारे देश में टेक्सटाइल इंडस्ट्री मे, किसी-किसी यूनिट में एक भी महिला नही मिलेगी। जहांतक पब्लिक सेक्टर का सम्बन्ध है, मैं मन्त्री महोदय को मुबारकबाद देता हूं और भारत सरकार को भी कि एक उचित नीति अपनाकर महिलाओं को प्रोत्साहन दिया जा रहा है, पब्लिक सेक्टर के प्रतिष्ठानो मे जगह-जगह पर महिलाओं की सख्या बढ़ती जा रही है लेकिन प्राइवेट सेक्टर मे जो शोषण की नीति चालू है, मुझे अफसोस है श्रम विभाग उसकी तरफ कोई ध्यान नही दे रहा है। प्रदेशों मे श्रम विभागो के द्वारा यह कोशिश की जाती है कि महिलाओं की छटनी पहले की जाये। आधुनिकीकरण किया जाता है तो उसमें महिलाओं को पहले घर जाना पडता है। मैं टेक्सटाइल इंडस्ट्री के जिक्र करता हूं। उसमे 28 अकूपेशन हैं, मैंने देखा है उसमे लगभग चार अकूपेशन ऐसे हैं जिनमे पहले महिलायें ही काम करती थीं। मैंने स्वयं

देखा है क्योंकि मैं इस संगठन का काम करता हूं। वाइंडिंग डिपार्टमेंट है, रीलिंग डिपार्टमेंट है, फ्रेम डिपार्टमेंट है, रिंग और वेस्ट डिपार्टमेंट है जिनमें पूरी महिलायें काम करती थी लेकिन आज टैक्सटाइल इंडस्ट्री मे सभी डिपार्टमेंट्स मे महिलाओ की जगह पर पुरूष आ गए हैं। केवल एक रीलिंग डिपार्टमेंट ही ऐसा डिपार्टमेंट है जिसमे 50 परसेंट से ज्यादा महिलायें मिलेगी और उसका कारण यह है कि सभी मशीनें बिजली मे चलती हैं।

MR DEPUTY-SPEAKER. Shri Ram Singh Bhai, what do you want to say?

श्री राम सिंह भाई इस बात का सम्बन्ध इससे इसलिए है कि यह कानून लाने से एक हजार रुपये से ज्यादा जिनको वेतन मिलता है उन महिलाओ को भी कही घर न बैठना पडे।

MR DEPUTY-SPEAKER Mr Ram Singh Bhai what do you want to sugges

श्री राम सिंह भाई : मैं उनकी प्रोटेक्शन चाहता हूं। मैं यह बता रहा हूं कि मटर्निटी बेनिफिट आने मे जो आपने सुविधा दी है, प्राइवेट सेक्टर मे उसका दुरूपयोग करके महिलाओ का रट्रेन्च करते है, महिलाओ की जगह पर पुरूष रख लेते है। इस प्रकार जो विधवा या बेसहारा महिलाये होती है उनको काम मे हाथ धोना पडता है। ऐसी हालत मे मैं चाहता हू ऐसा कानून लाने के साथ साथ उन महिलाओ को प्रोटेक्शन देना चाहिए ताकि उनका रिट्रेन्चमट न हो सके। यदि कही एक महिला जाती है तो उसकी जगह पर दूसरी महिला आनी चाहिए। पब्लिक सेक्टर से ऐसी बात नही है लेकिन प्राइवेट सेक्टर मे यह अन्याय किया जाता है।

MR. DEPUTY-SPEAKER: Your problem is that males have substituted for women The jobs of women are taken away by men.

श्री राम सिंह भाई : महिलाओं की जगह पर महिलाये आनी चाहियें, महिलाओ की परसेन्टेज कम नही होनी चाहिए।

MR. DEPUTY-SPEAKER: Even if that is all granted, what have you got to say to this Bill?

श्री राम सिंह भाई : मन्त्री जी जो सशोधन लाये है वह बहुत अच्छे हैं। ऐसे सशोधन लाकर हम उनको सुविधा पहुचाना चाहते है लेकिन साथ साथ हमे यह भी देखना चाहिए कि प्राइवेट सेक्टर मे उसका दुरुपयोग नही होना चाहिए—यह मेरा निवेदन है।

श्री शिवनाथ सिंह (झुंझुनु) : उपाध्यक्ष जी, माननीय मत्री जी ने महिला वर्ग की कुछ महिलाओ को जो मैटरनिटी बैनिफिट से वचित थी, उन को इस से इन्क्लूड करने की चेष्टा की है। वे इस मे 1000 रुपये महावार तक तनख्वाह पाने वाली महिलाओ को शामिल करना चाहते है। यह एक बहुत अच्छा कदम है और मैं इस का समर्थन करता हू। लेकिन मैं उस से एक निवेदन करना चाहता हू कि जो वर्ग पहले से इस मे इन्क्लूडड है, उस को आप आज तक क्या रिलीफ दिला पाये है। सवाल कानून बनाने का नहीं है, सवाल है उस के इम्प्लीमन्टेशन का। वहा बडी-बडी फैक्टरीज है, माइन्ज है या जहा पर आर्गेनाइज्ड लेबर है, उन लोगो को इस का फायदा मिलता है। लेकिन जहा पर स्कैटर्ड लेबर है, वहा की औरतो को इस का फायदा नही मिलता है। जैसे इसमे यह व्यवस्था है कि प्रसव काल से दस हफ्ते पहले उन को छुट्टी मिलनी चाहिये—यह छुट्टी उन को नही मिलती है। पिछले दिनो मुझे प्लाटेशन इण्डस्ट्रीज को देखने का अवसर मिला, मैने तीन-चार स्टैट्स में घूम कर इन इण्डस्ट्रीज को देखा तो मैने यह पाया कि प्रसव काल से 10 हफ्ते पहले जो छुट्टी मिलनी

[श्री शिवनाथ सिंह]

चाहिये, वह उन महिलाओं को नहीं मिलती सब से पहले तो कान्ट्रैक्ट एम्प्लायर्स के बस में होते हैं, वे सर्टिफाई ही नहीं करते कि इस हफ्ते में प्रसव होने वाला है। दूसरे—स्टेट्स गवर्नमेंट की जो मशीनरी है, जो इस को इम्पलीमेंट करने वाले लोग हैं, उन पर आप का कोई अधिकार नहीं है। स्टेट गवर्नमेंट्स अपने हिसाब से चलती हैं। आप उन से आंकड़े मंगवा कर देख लीजिये—कितनी स्टेट गवर्नमेंट्स के लेबर डिपार्टमेंट ने इस रूल के वायोलेशन के लिये केसेज इंस्टीच्यूट किये हैं—आप को सच्चाई मालूम हो जायेगी। जब किसी कानून का इम्पलीमेंन्टेशन नहीं हो सकता तो फिर उस पर सदन का समय और रुपया क्यों खर्च किया जाता है। इस का इम्पलीमेंटेशन तब तक नहीं होगा, जब तक सैन्ट्रल गवर्नमेंट की अपनी एजेन्सी नहीं बनाई जाती। इसलिये सैन्ट्रल गवर्नमेंट इस के इम्पलीमेंन्टेशन के लिये अपनी एजेन्सी बनाये, उस में स्टेट गवर्नमेंट्स कोआपरेट करें। स्टेट गवर्नमेंट की मशीनरी को टाइटन कीजिये, उन का कोआर्डिनेशन कीजिये। जब तक आप ऐसा नहीं करेंगे, तब तक हजार रुपये तनख्वाह पाने वाले तो दूर रहे, 50–60 रुपये तनख्वाह पाने वालों को भी फायदा नहीं होगा। इसलिये मेरा निवेदन है कि इसके इम्पलीमेंटेशन पर जोर दिया जाये।

श्री मोहम्मद इस्माइल (बैरकपुर) : डिप्टी स्पीकर साहब, मंत्री महोदय जो अमेण्डमेंट लाये हैं, मैं उस का समर्थन करता हूं। यह उन को पहले ही लाना चाहिये था, लेकिन हमारी गवर्नमेंट की आदत देर से सोचने की पड़ गई है, जब बेइन्साफियां हो चुकी होती हैं और हद से ची़ज गुजर चुकती है, तब इन की नींद खुलती है। फिर भी जो अमेण्डमेंन्ट आया है, वह अच्छा है।

इसमें एक बात समझ में नहीं आई—इसमें कहा गया है कि फैक्ट्री ज और इस्टैब्लिशमेंट में एक हजार रुपये तक तनख्वाह पाने वालियों को इस में शामिल किया जायेगा। मैं जानना चाहता हूं कि इस्टैब्लिशमेंट के क्या मायने हैं? जो माइका में काम करती हैं या छोटी छोटी फर्म्स में काम करती हैं—क्या वे भी इस में इन्क्लूडेड होंगी?

दूसरी बात—आप ने कहा है कि उन के ओवरटाइम को इन्क्लूड नहीं किया जायेगा यानी जो तनख्वाह उन को मिलती है, वही रहेगी। उस में ओवरटाइम नहीं जोड़ा जायगा। मैं पूछना चाहता हूं—ऐसा क्यों?

श्री बी० बी० नायक (कनारा) पोपूलेशन का जरा ख्याल रखना।

श्री मोहम्मद इस्माइल : उस के लिये आप हैं। इस से पोपूलेशन का ताल्लुक जोड़ना ठीक नहीं है। यह तो मैटरनिटी बेनिफिट का सवाल है। जहां तक फैमिली प्लानिंग का मामला है, वह एक अलग चीज है, उस के लिये अलग से प्रचार करें।

तीसरी बात—इस्टैब्लिशमेंट के मायने में क्या आप ने बीड़ी इण्डस्ट्री में जो औरतें काम करती हैं उनको शामिल किया है?

एक माननीय सदस्य : माइका इण्डस्ट्री में भी औरतें काम करती हैं।

श्री मोहम्मद इस्माइल : माइका इण्डस्ट्री में भी जो औरतें काम करती हैं—क्या आप उन को भूल नहीं गये हैं? मैंने देखा है—बीड़ी वैलफेयर फण्ड आप ने बनाया है। उस का अमेंडमेंट लाये। तो मैं आप को याद दिलाना चाहता हूं कि यह जो लाखों की तादाद में औरतें बीड़ी बनाती हैं उन पर भी इस एक्ट को लागू किया जाय।

14 hrs.

इसके बाद ठेकेदारों के मातहत जो महिलायें काम करती हैं उन का क्या होगा?

उनको मैटरनिटी बेनीफिट का कोई अधिकार नहीं है। इस बारे में मंत्री महोदय ने कहा है कि राज्य सभा में जो इस बारे में सुझाव दिये गये हैं उनको स्वीकार करेंगे। इसलिये मेरी मांग है कि आप उन अमेंडमेन्ट्स को कम से कम इसमें शामिल कर लें।

इमारतें बनाने के काम में हजारों, लाखों औरतें काम करती हैं। उनका क्या होगा? उन को भी तो इस कानून का लाभ मिलना चाहिये। इस के अलावा जो मशीनरी इस को इम्प्लीमेंट करेगी उस को बहुत होशियारी से काम करना चाहिये क्योंकि जैसा रामसिंह भाई जी ने कहा है कि ऐम्पलायर्स औरतों को इसलिये नहीं रखते हैं कि उन को मैटरनिटी लीव देनी पड़ेगी। इसलिये धीरे-धीरे उनको वह कम करते जाते हैं। इस मानसिकता को आप को बदलना पड़ेगा। यह नहीं होना चाहिये कि जब चाहें औरतों को निकाल दें। अभी होता यह है कि 50 औरतों में से कम से कम 10,15 औरतों को एक साल में मैटरनिटी लीव देनी पड़ती है इसलिये इस झंझट को वह धीरे धीरे खत्म करना चाहते हैं।

इन अल्फाज के साथ मैं इस अमेंडमेंट का तो समर्थन करता हूं, सवाल केवल इम्प्लीमेंटेशन का रह जाता है। उस बारे मे मेरा कहना है कि आप की मशीनरी को चुस्त होना चाहिये।

श्री जगन्नाथ मिश्र (मधुबनी) : उपाध्यक्ष, महोदय, आज एक आवश्यक विषय पर हम विचार कर रहे हैं, और इस पर विचार करते हुए मैं निःसंकोच कह सकता हूं कि हमारी कुल आबादी के 60 प्रतिशत के बराबर महिलाओं की आबादी है। हमारे संविधान का कहना है कि सब को सामाजिक न्याय मिले। फिर कोई कारण नही है कि महिलायें इससे वंचित रखी जायें। मैटरनिटी बेनिफिट ऐक्ट के अन्तर्गत कुछ अंश तक उन को अपना सामाजिक इंसाफ मिला है। लेकिन जो कुछ खामियां थीं उनको मंत्री महोदय ने अपने संशोधनों से दूर करने की कोशिश की है। इस के लिये म० बधाई के पात्र हैं।

हमारी सरकार का ध्यान महिलाओं की ओर विशेष रूप से गया है, और विश्व का भी ध्यान गया है। अभी 1975 में हमने महिला वर्ष मनाया है और अपने सदन में एक कानून बनाया है कि समान काम के लिये समान वेतन मिले। तो इस में महिलायें भी आ जाती हैं यह सारी कुछ ऐसी बातें हैं कि जो बतलाती हैं कि हम महिलाओं की ओर से अपना ध्यान नहीं हटाये हुए हैं। उन का विकास हो और समान अधिकार प्राप्त हो इसके लिये हम बराबर प्रयास कर रहे हैं।

कुछ आशंकायें मैं व्यक्त करना चाहता हूं। महिलायें आज हर तरह की फैक्ट्री और इंडस्ट्री में काम करती हैं। क्या यह नियम उन सब पर लागू होता है! अगर नहीं लागू होता है तो मंत्री महोदय इसके लिये क्या करना चाहते हैं? मैं कहूंगा कि यह जो संशोधन लाये हैं और जिस से महिलाओं का भला, होगा उसके लिये जो एजेन्सी बनेगी वह ईमानदार और दुरुस्त होनी चाहिये, और इस के लिये प्रशासनिक खर्चा कम कर के वह पैसा अधिक से अधिक महिलाओं की सुविधाओं पर खर्च किया जाय। जैसा और माननीय सदस्यों ने कहा है कि मैटरनिटी बैनीफिट के अन्तर्गत तीन महीने की छुट्टी देनी होगी, इसलिये मिल मालिक पहले से ही उन को निकाल देते हैं। तो सरकार को इस ओर जागरूक रहना चाहिये जिससे उन के साथ इस तरह का अन्याय न हो। इन्होंने कहा है कि तीन महीने की छुट्टी या वेतन देंगे, लेकिन उस में आप ने बेसिक वेज रखा है, और पैसा जो उनको डी० ए० की शक्ल में मिलता है उस का ध्यान नही रखा गया है। मेरी राय में उन के साथ इन्साफ नहीं हुआ है। जब महिलाओं को और छुट्टी देते हैं तो उन को

[श्री जगन्नाथ मिश्र]

वेतन और को० ए० दोनों ही देते हैं इसलिये इस में भी उन को इन बातों का लाभ मिलना चाहिये । इस शब्दों के साथ मैं इस बिल का समर्थन करता हूं ।

SHRIMATI ROZA DESHPANDE (Bombay Central): I support this Bill, and while supporting it, I want to make a few suggestions as well as draw the attention of the Minister to certain difficulties which we face.

It is a good thing that this measure has been introduced; women who work in factories and other establishments will be able to get maternity benefits—women drawing more than Rs. 1,000 p.m.

I would like to draw the attention of the Minister to one fact. While the women are pregnant, the managements are supposed to give them lighter work before they go on leave for twelve weeks. But what I have found is that the managements do not take any precautions to give them lighter work, and what 'lighter work' means depends on the discretion, exclusively, of the management. I have found this, specially in the notorious company, Johnson & Johnson, which is one of the multi-national American concerns and which is bribing throughout the world the various officials in the government and outside. In this company, I have found, when a woman is pregnant, even though she demands that she should be given lighter work, the doctor of the company says that it is not necessary to give lighter work and whatever work has been given is lighter work. I would like to know how can a pregnant woman stand at the machine for eight hours and work. There should be some provision for lighter work. I know that it would not come in this, but I would like the Minister to take note of this fact that at least after the fifth month, it should be for the woman concerned to say that the work is lighter or not. She should be allowed to sit and do something. When we are giving maternity benefits to women, we should at least see that they safely deliver. Particularly after this slogan *'Dho ya Theen* we must be able to take care of our women much better than what we were doing before. This is one thing I would like the Minister to take note of.

Secondly, there are industries which are not organized. Take, for instance, the beedi industry; the contractors give them work at their residence. I do not know whether you are going to protect them by this measure. Women are employed in construction or building work also throughout the country and everywhere they work under contractors. I want to know whether they are going to be benefited by this or not, whether you are going to see that these women are also protected.

As one of the Members has pointed out, now the managements have stopped employing women because they do not want to give them maternity benefits. This is, specially, so in the drug industry with which I am connected. They have stopped employing women. The moment they get an opportunity to throw out women, they immediately do it and say that they do not need women, they could employ men; because they have to give them maternity benefits, they say that it is no use employing women.

I want to remind the Labour Minister that, after giving equal pay for equal work and after assuring us that he is going to appoint some body to see that women's employment is protected, he should act very fast so that this threat of unemployment of women could be stopped. Otherwise, with this Act, I have a real fear that employment of women will be on the decrease.

SHRI CHAPALENDU BHATTACHARYYIA (Giridih): Mr. Deputy Speaker, I have only one or two points to make. We are pushing through lot of labour legislations which would have socio-economic consequences. These legislations have to be welcomed by all progressive societies and we do welcome them. The snag is that not only the rich capitalists are getting richer but also the higher-paid wage workers are getting a better deal. For all these 20 years, there has been growing a grave irrationality in the wage structure and the benefits have been conferred upon the more fortunate.

MR. DEPUTY-SPEAKER: We accept that. Please come to the Bill.

SHRI CHAPALENDU BHATTACHARYYIA: Bidi workers are spread over thousands of miles and there are lakhs of Mica Homesplitters workers they will not be touched by this Act. Women workers employed in establishments and shops upto a certain limit will be able to get the benefits. They are better able to take care of themselves but what about these people who have been dropped out of even the purview of Shops and Establishments Act? We are not looking to their sufferings and pangs. No law touches them. They are the neglected people. These categories of persons, who are spread over thousands of miles, will not be covered by the provisions of this Act and all our little resources will go to make the relatively happy women workers little more happy.

Shri Morarji Desai did a bad day's turn to Indian economy and taxed the bachelors. He, thereby, increased the birth rate. We are giving inducement for vasectomy and tubectomy. But this maternity benefit should be limited to two births or three births whatever the norm may be. Beyond that, we must put our foot down. Otherwise, this may act as an inducement to many people for going in for more births which we can ill-afford at this stage of exploding population.

There should be better co-ordination between the Ministry of Health and Family Planning and the Ministry of Labour in the general framework of our policy regarding our population.

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): I am extremely thankful to all the hon. Members who were kind enough to participate in the debate and welcomed the legislation before the House. Various suggestions have been made by the hon. Members specially about the implementation of the Act and extension of the Act to various other areas. I can immediately state, in the next Labour Ministers Conference we will take up this question of reviewing the implementation of various provisions of Maternity Benefit Act and also problems raised by Shrimati Roza Deshpande.

Under other enactments which have been passed by this House regarding equal remuneration etc. a committee is being appointed and we will be doing all that we can in seeing that women employees are properly protected. With regard to retrenchment aspects, recently legislation has been passed by this House. So, retrenchment cannot be resorted to without the permission of the authorities specified.

Then, Shri Ismail asked what is meant by establishment. This term is defined in this Act itself. I do not propose to take much time of the House. Shri Bhattacharyya asked what about people not getting Rs. 1,000. In my introductory speech I said that if the provisions of the Employees' State Insurance Act are applicable they are covered by the provisions of the Employees' State Insurance Act. They can get benefits there. If the provision of the State

[Shri Raghunatha Reddy]

Employees' Insurance Act does not apply they get the benefit under the Maternity Benefit Act itself. But the complicated question is this. Where the provisions of Employees' State Insurance Act are applicable, but the benefits are not as in the case of employees getting wages over Rs. 1,000, what is to be done? We thought, even though these people getting Rs. 1,000 may be considered to be belonging to affluent sections and able to take care of themselves, under the Maternity Benefit Act these women employees will get the benefit. This is exactly the purpose and import of this amendment. With these words I move.

SHRIMATI PARVATHI KRISHNAN: Many points were raised about the question of maternity benefits. He said that this enactment will give them benefits. What we have noticed is that in regard to the matter of employment of women, women are getting squeezed out into less remunerative avenues of employment. This is the situation which we see in all sectors and especially concerning the construction, beedi workers, agricultural workers and so on. You have not replied to those points at all. Would you have discussions with the Central organisations? Otherwise this will continue.

SHRI RAGHUNATHA REDDY: The provisions of the Act are being enforced by the State Governments. They are the appropriate authorities for the enforcement of these provisions. In certain other respects, as I have already indicated, we still take up the question of extending it and also review of the implementation of the Act in the next Labour Ministers' Conference.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the Maternity Benefit Act, 1961, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The question is:

"That Clauses 2 and 3 ,Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clause 2 and 3, Clause 1, the Enacting Formula and the Title were added to the Bill.

THE MINISTER OF LABOUR (SHRI RAGHUNATHA REDDY): Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

14.19 hrs.

RESOLUTION RE. CENTRAL ROAD FUND

THE MINISTER OF SHIPPING AND TRANSPORT (DR. G. S. DHILLON): Sir, I beg to move the Resolution on Road Development governing the Central Road Fund, in supersession of the existing Resolution. Copies of the proposed modified and the existing Resolutions are already with the Hon. Members.

I beg to move the following Resolution:—

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th

April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The proceeds of such an amount so set apart in any financial year, reduced by duty attributable to taxed motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given

3. (1) The Road Fund shall be allocated as follows:—

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49.

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit, other than motor spirit used in aviation during the financial year concerned.

(2) The portions allocated for expenditure in the various States and Union Terriotries shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified.

(3) If in the opinion of the Central Government, the Government/Administration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory the Central Government may resume the whole or part of any sums, which it may at that time hold for expenditure in that State or Union Territory.

(4) All sums resumed by the Central Government from the account of any State Government/Union Territory Administration as aforesaid shall be re-allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the reallocation is made.

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be cre-

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dited to the reserve with the Central Government.

(5) Special additions to the Road Fund for financing particular projects may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilised for such projects.

4. The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided.

6. The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road Fund and thereafter the balance of Central Reserve and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the State/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any of the following objects, namely:—

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport"

I may recall that the Central Road Fund has been in existence since 1929-30 and so has been the Resolution on Road Development governing this Fund except for minor modification made from time to time to meet the requirements arising out of the developments taking place now and then The existing Resolution is based on the Resolution last adopted by Parliament on 14th April, 1950.

As the hon'ble Members might be aware, the Central Road Fund is a non-lapsing Fund and derives its revenue out of customs and excise duties on taxed motor spirit (i.e., petrol used by motor vehicles) at 2-1/2 annas per gallon Actually, to begin with, the rate of accruals to this Fund in 1929-30 was 2 annas per gallon. Subsequently, it was raised to 2-1/2 annas in 1931 and has stayed at that level since then.

Ever since its creation, the Fund has provided a sustained source for supplementing the other sources available for financing road development in the country, especially in areas which are likely to be lost sight

of by the various road authorities in the midst of their manifold activities like projects required for promoting inter-State road communication facilities, helping in the opening of new area, providing funds for schemes of research and intelligence, etc. Although ever since the ushering in of planned development in the country since 1951, considerable money is being provided under various other sources also for road development as part of Central and State Plans, the need for paying particular attention to the special needs referred to by me a little while ago still continues since our road requirements are so vast that we require a tremendous lot of money to catch up with the progress being made in the developed countries of the West. The Central Road Fund has, therefore, to continue to meet many a felt need. However in the light of our experience with the working of the Central Road Fund since its creation in 1929-30 and the development which have taken place since then, Government feel that the objectives of the Fund requires some modifications so as to provide greater emphasis on research, training, surveys and special studies, and roads of all-India importance like roads leading to the removal of regional imbalances such as those helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, assisting in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings, etc. These are sectors which might not get the required attention by the various road authorities in the midst of their other manifold responsibilities for meeting local requirements. The objectives of the Fund contained in paras 6—8 of the existing Resolution are, therefore, proposed to be slightly re-arranged and modified with this aim in view. While doing so, it is also proposed to take advantage of this opportunity to effect certain other amendments in the existing Resolution to delete out of date portions.

With this background, I would now explain to you the modifications proposed to be made in the new Resolution before you *vis-a-vis* the existing Resolution Briefly the position is that—

(a) the first 5 paras of the proposed modified resolution are more or less the same as those in the existing resolution except for some procedural/drafting changes required to indicate the present position For example—

(i) There is a mention of 'extra' duty of customs and excise in para 1 of the existing resolution This word 'extra' is now redundant in the present context as the 'extra' duty intended for the Central Road Fund has since been merged in the Central Excise Duty and the required amounts are being provided for this fund from out of the Consolidated Fund of India by way of block transfer.

(ii) In para 1 of the existing resolution, the rate of accrual has been indicated in annas per gallon. It is now proposed to indicate it in metric terms *i.e.*, Naya Paise per litre instead of annas per gallon.

(iii) Sub-para 2(1) and 2(2) of the existing resolution are proposed to be re-drafted as indicated in the proposed modified resolution as sub-para 2(1). It does not involve any modification in substance but means only a drafting modification to bring out that the road fund shall be maintained in the Public Account of India.

(iv) In para 3(1) (b) of the existing resolution, there is a

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reference to the "Calender Year ending during the financial year concerned" for calculating the amount that may be available for each State/Union Territory. Reference to "Calender Year" is *now* proposed to be deleted and substituted by financial year so that the basis for calculating the amount of accruals to the Fund is also financial year which is being followed in all other accounting matters.

(v) In para 3 of the existing resolution, there is a mention of Part A' and Part 'B' States. Since this distinction does not exist at present, it is proposed to substitute the words "States and Union Territories" for the words "Part 'A' States and Part 'B' States" wherever these words occur in para 3.

(b) Paragraphs 6 to 8 of the existing Resolution relating to the objectives of the existing Fund are proposed to be replaced by para 6 of the suggested modified resolution in the light of the background given by me earlier indicating Government's thinking to revise the objectives of the Fund to provide for greater emphasis on research, training, surveys and investigations and schemes of all-India importance like roads in tribal, backward, hilly areas which also occupy an important place in Prime Minister's 20-Point Programme, roads intended to promote inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings, etc. Further, the "revised objectives" will now be common to both the Central Road Fund Allocations and Central Road Fund (Ordinary) Reserve. The main idea underlying the proposed revised objectives is to ensure greater attention to schemes of all-India interest as distinct from schemes of local character which could be easily attended to as part of the local development projects.

(c) Paras 9 and 10 of the existing Resolution refer to a Standing Committee. Since all the Standing Committees were abolished by Government in June, 1952, Paras 9 and 10 in the existing Resolution are now out of date and hence paras 9 and 10 of the existing resolutions are proposed to be deleted in the modified resolution.

I now move that the Resolution before you may be adopted by the Sabha.

MR. DEPUTY-SPEAKER: Resolution moved:

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The proceeds of such an amount so set apart in any financial year, reduced by duty attributable to taxed motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given.

3. (1) The Road Fund shall be allocated as follows —

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit other than motor spirit used in aviation during the financial year concerned

(2) The portions allocated for expenditure in the various States and Union Territories shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified

(3) If in the opinion of the Central Government, the Government/Administration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory, or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory, the Central Government may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory.

(4) All sums resumed by the Central Government from the account of any State Government/Union Territory Administration as aforesaid shall be re allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the re-allocation is made

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be credited to the reserve with the Central Government

(5) Special additions to the Road Fund for financing particular projects may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilised for such projects

4 The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year

5 No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided

6 The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road Fund and thereafter the balance of Central Reserve

[Dr. G. S. Dhillon]

and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the State/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any o fthe following objects namely:—

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities.

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport."

SHRI B. V. NAIK: I move:

"That in the resolution,—

after part (d) of para 6, *insert*—

"(e) Welfare measures for labour engaged in road construction activity."(2)

MR. DEPUTY SPEAKER: Now, the Resolution and the amendment are before the House.

SHRI DINESH JOARDER (Malda): We are glad that the hon. Minister of Transport and Shipping, Dr. Dhillon, has given this House another opportunity to discuss certain problems of the road transport organisation of the country we are facing at the present day. The Minister has already stated that the idea of raising a fund for road development emanated in 1929-30. That was in pursuance of the recommendations made by the Jayakar Committee. The necessity was felt as far back as 50 years, a fund was also raised and regulations were made for disbursement of the fund for road development and other ancillary development connected with road transport organisation. But we are sorry to note that in spite of a huge sum of money disbursed every year on this account, actually no concrete result has yet been achieved out of all this. Periodically there were several conferences, meetings, Road Congress and Commissions. Suggestions were made but no definite and concrete steps were taken by Governments, either at the Centre or in the States, towards a co-ordinated development and organisation of the road transport system of our country.

This was also recommended in 1956 in what is popularly known as the Twenty-year Plan for road development, with the period fixed from 1961 to 1981. In those recommendations, it was stated that the road length would be enhanced considerably to cover the remote villages of the country for the purpose of marketing agricultural produce and also helping the development of the rural economy, giving scope for mutual intercourse between the population of the rural and urban areas. But I think nothing seriously has been taken out of those recommendations made in 1956, 1957 and thereafter. It was also recommended that the National Highways should be in two lanes for up and down traffic. Now we cannot mention even a single National Highway with two-lane carriageways. I do not know. I would be glad to

know from the Minister whether this part of the resolution has ever been considered.

Also in 1934 the Indian Roads Congress was held. They had also suggested many measures for raising adequate funds not only from taxation of motor spirit but also from other sources. It was also suggested that the indirect beneficiaries should also contribute to the Road Development Fund, i.e. industries which are getting the benefit of the road transport system, the motor tyre manufacturing industry, the motor vehicles manufacturing industry, the refineries, the multinational and other corporations importing, distilling and distributing motor spirit and other things and earnings crores of rupees every year, then the spare parts manufacturers who are dealing in these industries. All these people should contribute a certain proportion of their profit to the National Road Development Fund so that the road transport organisation may be developed in a proper and adequate manner.

Now I will just mention a few points regarding the Resolution itself. The hon. Minister stated that there are no vital changes in the Resolution he has moved which is to replace the existing one. Actually I have not been able to understand what will be the impact if that word is omitted in para 1. In the old Resolution, it was stated "there shall continue to be levied on motor spirit an extra duty of customs and of excise less than 2 annas per gallon". Now apart from this extra duty, what is the normal duty of customs and of excise on motor spirit? Now, you are going to omit these words 'extra duty' and you are saying that an amount of not less 3.5 paise per litre will be set apart. That means the extra duty which was being levied for the purpose of road development is being stopped. Technically we should think that the prices of motor spirit to that extent should come down. Now, what will be the normal excise duty and the customs duty that are being levied? Out of this normal duty, in the usual way, you are going to set apart 3.5 paise per litre.

SHRI VAYALAR RAVI (Chirayinkil): That is one paisa extra.

SHRI DINESH JOARDER: So, what would be the impact on the change in the resolution, change in the draft and on the language in the Resolution? In this context I think that at least to that extent, prices of petroleum, diesel and other motor spirit will be reduced. I do not know how this will be adjusted. I do not know what will be the Minister's reply to this. What will be the effect of this change?

As regards the second amendment, the Minister has stated that the changes that have been made are with regard to the rebate and the concessional price and the exemption on levy of duties that are being allowed to the aviation spirit supplied to Indian Airlines, Air India International and other aircrafts that touch the Palam Airport in Delhi, Dum Dum Airport in Calcutta and the Santa Cruz airport in Bombay. These are International Airports and they are getting exemptions. I do not know why the Road Development Fund should be utilised for this purpose. Why should they get concessions and exemptions? For the maintenance of these airports and for providing facilities to the passengers going to these airports, you have got big roads connecting the cities, that is from Palam Airport to Delhi/New Delhi, from Dum Dum Airport to Calcutta and the Santa Cruz Airport to Bombay, and you have also got other long distance V.I.P. roads which you are going to maintain by incurring a heavy expenditure. These roads are used for carrying the passengers and goods from cities to the airports and *vice versa*. So, the airports and the international airports are getting the benefits on account of this. The benefit is not very little but to a large extent, they are getting the benefits out of this road transport system. There should be no exemption on the duties

[Shri Dinesh Joarder]

for aviation fuel. The road development fund should not be utilised for the maintenance of these roads connecting the International Airports. That is my suggestion. What is the basis for this? In this connection, I have already stated that the fund should be much larger than what we are now getting.

We have only 44 national highways and 11 more are under construction. This is a big country extending from Kashmir to Kanyakumari and from Bombay upto to Arunachal Pradesh and the number of national highways is insufficient. We need many more national highways for easy and prompt communication from one part of the country to another.

DR. G. S. DHILLON: The scope of this fund is very limited. Improvement of national highways and other roads come under the general budget which is entirely separate. You are going to have it later.

SHRI DINESH JOARDER: I know that 80 per cent of this fund will be given to the States and 20 per cent will be retained by the Centre. The States generally utilise this fund for maintenance of national highways, construction of roads and bridges etc. In the original resolution there were certain guidelines laid down for the States and Union Territories to follow as regards the utilisation of the funds allocated from this fund. This money was to be spent on the reconstruction and substantial improvement of existing roads and bridges and in special cases on maintenance of roads and bridges constructed or substantially improved from the Road Fund or loans approved or sanctioned by the Central Government. Now you are going to remove these guidelines. So, there is every chance of the money allotted from this fund being misused for other purposes. Therefore, certain guidelines are necessary. Also, the volume of the fund should be enhanced so that more money may be at the disposal of the Central Government. That is why I have suggested that those who indirectly benefit from the road transport system also should contribute to the fund to make it larger.

About the disbursement policy, the resolution says:

"out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation, in each area for which an allocation is to be made shall bear to the total consumption in the territory of India.."

That means, the fund will be distributed in the ratio which the consumption of motor spirit in that particular area bears to the total consumption in the country.

I do not know how this ratio of consumption will be determined. There may be many fallacies and maladies in calculating this ratio. There are certain cities and towns where big agencies of motor spirit are there which control the motor spirit in a particular area or State but distribute it in the neighbouring area or State. Take the case of diesel. Diesel is being used for other purposes also like irrigation, power, industries, etc. If the consumption is the ratio, then it may so happen that a particular. State which is consuming larger quantities of motor spirit, may get lesser amount of road development fund because of this complicated process of calculating the ratio of consumption. Besides this, there are certain other risks also. Certain dealers manipulate their accounts to avoid tax. So, it is very difficult to know the actual consumption. Apart from that, the density of motor vehicles, the traffic load and the length of road, actual necessity of that area or that region, should also be taken into consideration. It was neither mentioned in the previous Act nor in the amended Act. All these

factors should be taken into consideration.

As regards the other point, in the old resolution, part number 7, there were certain guidelines given to the States for utilisation of allocated funds in that area and now you are going to remove those guidelines. So, there is an apprehension that because the States are very often facing financial crisis, they may utilise this road development fund for other purposes or they may divert this fund to meet deficit in the budget. If any State or Union territory fails to utilise any part of the allocated fund, you are going to withdraw the allocated fund and get back the money from the State concerned and again re-allocate according to the previous ratio that was there. There is one difficulty in this. There are certain regions in a State which may not be able to utilise the money in the same year due to floods or certain other reasons In my own State, every year funds for the road development are allocated both from the State exchequer and from the Central Development Fund but those funds could not be utilised for these repeated and continuous floods from the various rivers—from the Ganges and from the Himalayan and other rivers Every year, one part or the other remains submerged due to flood and other natural calamities. Even if there were schemes for road development and other things, they could not be executed. In this manner, the Fund may not be utilized. But if you forfeit the money allocated to the States and ask them to return it or withdraw the allocation, I think that it would mean an injustice being done to them in this regard. Lastly. you are now going to give some new guidelines to the Centre and to the States who will utilize the funds allocated out of the Central Reserve and the Special Reserve. I am glad that these guidelines were heeded. You have said that in para 6 of the new Resolution. Now I would like most humbly to remind Dr. Dhillon that during the last session, he had assured us that some measures would be taken in favour of the labourers, drivers and others engaged in transport.

MR. DEPUTY-SPEAKER: That does not come here.

SHRI DINESH JOARDER: Yes, it comes.

MR. DEPUTY SPEAKER: How?

SHRI DINESH JOARDER: He has already mentioned a part of those things In para 6(d) of the Resolution, it says·

> "Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas backward regions, promoting inter-State communication facilities...."

MR. DEPUTY SPEAKER: That is for construction of roads.

SHRI DINESH JOARDER: It says further:

> "... helping in combating anti-social elements like dacoits, Naxalites, etc, promotion of tourism etc., road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc....."

You have said that for helping in the combating of anti-social elements, dacoits and Naxalites and for helping in the promotion of tourism etc. you are now going to give certain facilities to the road transport people, from out of these funds. But what about the truck drivers and the other people running daily service from Assam or Gauhati? You had assured us that you would take steps for installing certain inns and rest-houses on the road-side and also give certain facilities to the road transport workers who ply on these long routes with National Permits etc.

DR. G. S. DHILLON: May I again remind the hon. Member that this is a very small, limited fund, which will go to the States? These are only the

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few indications that have been sent to the States. The hon. Member is basing his observations on the general revenue expenditure which is an entirely different thing; it will come later on. This is a very small thing. We cannot build even one rest house, with the whole fund.

SHRI DINESH JOARDER: I am not saying things based on the general budget. I am giving instances about what is provided for in the Minister's own Resolution. Anyway, that was my suggestion.

In this respect, I would like to mention that though by means of this Resolution you are proposing to make certain changes in regard to the conditions of work of the labour, to which we do not object, we expected something more. In order to have the development of roads and changing certain things, mere drafting of a Resolution for raising the road development fund is not enough. That is needed immediately is the development and improvement of the road transport system.

In the last session when the question of the national permit came up for discussion, we referred to the problems of the labourers, workers engaged in the road transport industry, minimum wages, uniform wages, security of service and other benefits for them. I would say that instead of bringing forward a Resolution, the hon. Minister should come forward with a Bill for the removal of the difficulties of the labourers engaged in the road transport industry.

With these words, I suport the Bill.

SHRI B. V. NAIK (Kanara): May I know how much will be collected by this cess? How much will be in our kitty?

SHRI DINESH JOARDER: What was the disbursement for the last ten years? What was the ratio in which the amount was distributed amongst the States?

MR. DEPUTY-SPEAKER: It would have been helpful if this information had been given in the beginning.

SHRI GIRIDHAR GOMANGO (Koraput): Sir, I support the Resolution moved by the Minister of Shipping and Transport. In the Resolution one thing new which has been mentioned is priority for tribal and village roads Just now the hon. Minister mentioned that the funds collected under this will be very little and that it will not be sufficient even for one rest house. So, there is no point in my asking for information as to how many miles of roads they will construct in these areas. I have some suggestions and observaions to make, which are relevant to the objects mentioned in this Resolution.

It is mentioned that they will provide road communication in the Naxalite areas. There is a Naxalite area in my constituency, which is bordering Andhra Pradesh. The Ministry of Agriculture started a T.D.A. Project, they provided only Rs. 50 lakhs to construct roads in the Naxalite belt. The Government of Orissa should have given priority to these areas so that the roads which are still incomplete due to lack of funds could be completed much earlier. I suggest that the funds available in the Central Road Reserve Fund should be given to this area, not only to my area but other areas also where there may be Naxalite movement, though not now because we have banned the Naxalites. But there are some elements in these areas which can create trouble in future also.

15.00 hrs.

In the border States of Meghalaya and Assam and the other States of Eastern India, most of the areas are hilly, and the cost of construction of road in the hilly areas is much more than in the plains.

MR. DEPUTY-SPEAKER: Don't go into all that.

SHRI GIRIDHAR GOMANGO: So, when the Government of India gives a subsidy of 20 per cent and the balance 80 per cent has to be borne by the State Governments, the Staes may be inclined to spend the money on other areas and not on the hilly or backward areas as the cost of construction here may be higher.

There are some proposals from the different States and from my State also in regard to roads of economic importance. I would like to know how much money has been so far released to the States for this purpose.

The backward regions are given importance by every Ministry and every Plan. The State Governments and the Government of India give them importance in their budgets, but the funds for these areas, especially the hilly and tribal areas, for providing communication facilities. are comparatively much less. For per hundred road development in plain area in a State, it is 10 per cent. it is only 1 to 3 per cent for the hilly and tribal areas. This is the state of road development.

I read in the papers, and I put a question also, that the Ministry of Shipping and Transport have earmarked some money for the development of roads especially in the tribal areas.

MR. DEPUTY-SPEAKER: All that money will not come from this fund.

SHRI GIRIDHAR GOMANGO: I want to know from which fund they will provide the money for that purpose.

MR. DEPUTY-SPEAKER: From the general allocation. The Demands of the Ministry will be coming. There will be money allocated in that.

SHRI GIRIDHAR GOMANGO: But they have mentioned here tribal areas.

MR. DEPUTY-SPEAKER: These are ony guidelines.

SHRI GIRIDHAR GOMANGO: I could not follow how the money earmarked would be adjusted for the construction of roads. I would like the hon. Minister to explain.

It has been provided that the money in this fund would not lapse every year and would be available for the next years also, but due to delay in the implementation of the earmarked money from this fund, the cost of construction may be increased.

We have created a fund here for special areas and special roads, and because they are of all-India importance, money will be provided for them from this fund. I am not asking for Rs. 10 or Rs. 15 crores for some State or some road, but my question is this.

I want to know from the hon. Minister how much money is kept for this purpose?

MR. DEPUTY-SPEAKER: All the confusions will be over the moment you know what is the average amount of money in each case in this fund.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, जिस तरह की बातें हो रही हैं उसमें टंका-टोकी भी चल रही है कि इसमें यह बोलना चाहिए, यह नहीं बोलना चाहिए।

MR. DEPUPTY-SPEAKER: I think we must welcome you after your excursion.

SHRI RAMAVATAR SHASTRI: Excursion for six days.

DR. G. S. DHILLON: I think they reserved Rs. 5.15 lakhs for Andhra Pradesh, Rs. 28 lakhs for Assam—I am talking about 1974-75—Rs. 8.93 lakhs for Bihar, and Rs. 3.70 lakhs for Gujarat. This does not apply to Highways. This is a very limited fund given to the States for their minor projects. We are talking about projects. As far as the double roads are concerned, we

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will discuss them when the main demand comes. (*Interruptions*)

MR. DEPUTY-SPEAKER: You may take four hours, but be relevant to the scope of the discussion. If Bihar only gets Rs. 8 93 lakhs, you confine to that.

श्री रामावतार शास्त्री : उपाध्यक्ष जी, सडक के लिए जिस कोष की चर्चा अभी चल रही है वह बहुत ही आवश्यक है। वह ठीक ही कहा गया है कि इस कोष का निर्माण अंग्रेजों के जमाने मे किया गया था जबकि हम परतन्त्र थे स्वतन्त्र नहीं थे। उस समय अंग्रेजों ने अपने स्वार्थ को सामने रखकर ही सडको का निर्माण किया होगा या सडक निर्माण करने का उनका विचार रहता था। अब स्थिति बदल गई है हम चाहेंगे कि इस तरह के कोष मे अगर किसी और तौर तरीके से भी हो सके तो बढोत्तरी की जाये। इस कोष को और भी ज्यादा बढाया जाये। लेकिन ऐसा नहीं करेंगे तो प्रस्ताव भी बहुत लम्बा है, समय भी चार घंटे हैं हम इसपर क्या बहस करेंगे। हम तो केवल सुझाव ही दे सकते है कि इस कोष को और ज्यादा बढाना चाहिए ताकि खास तौर से जो राज्य पिछडे हुए है उनको मदद दी जा सके।

DR. G. S. DHILLON: Mr. Deputy-Speaker, I share a secret with you. There was a move by the Planning Commission to merge it with the general revenues and we resisted it. This is a device to save it from them. They are making it much more than that. This is humble effort to save it from them.

श्री रामावतार शास्त्री : वह तो ठीक है, उसका हम समर्थन कर रहे हैं। लेकिन यह रकम कुछ भी नही है। यह फंड रहे या न रहे दोनो बराबर है। 8 लाख रुपए से बिहार जैसे पिछड़े प्रदेश मे क्या प्रगति हो सकती है? बिहार की सडको की जो स्थिति है वह सभी को मालूम है। वहां हर साल बाढ आती है और उसमें सारी सडकें गायब हो जाती है। ऐसी स्थिति मे इतने धन से वहा पर क्या विकास हो सकता है। प्रस्ताव मे जो बातें कही गई है, यह जरूर है कि हम उनसे खुश होंगे और लोग भी यह समझेंगे कि सडको के विकास के लिए एक फंड है जिसका निर्माण, पेट्रोल वगैरह से जो आमदनी होगी उससे किया जायेगा लेकिन कागज मे या मन मे संतोष होने के सिवाय राज्यो मे लोगो को और कोई फायदा नही होगा। फिर भी आप ने इस मे "अगर" "मगर" की बहुत पाबन्दी लगा दी है। आप के पूछे विना कोइ भी राज्य सरकार यदि किसी सडक की मरम्मत आवश्यक समझे तो भी नही कर सकती। आप हम को यह भी कहने देना नही चाहते—जो मजदूर सडक बनायेंगे, जो इस मे काम करेंगे उनके रहन-सहन, उन की तनख्वाह वगैरह के सुधार के बारे मे कुछ कहा जा सके, उन के लिये कोई कानून होगा या नही। आप का यह कोष बडा सीमित कोष है—इस का प्रयोग यदि राज्य सरकारे करेंगी, तो जाहिर बात है कि वे अपनी आवश्यकता का ध्यान रखेंगी, मजदूरो और दूसरे काम करने वालो की आवश्यकता का ध्यान रखेंगी। इन बातो की तरफ आप का ध्यान जरूर जाना चाहिये। ये काम यदि इस से नही हो सकते है तो हम इस के लिये अलग से विधेयक ला सकते है और मेरी दृष्टि मे जरूर लाना चाहिये। पिछली बार जब हम नेशनल परमिट सिस्टम पर बहस कर रहे थे तब आप ने कहा था कि जो गाडियो मे काम करनेवाले है, जैसे कुली है, ड्राइवर है, खलासी हैं या सडक पर काम करनेवाले है उन के लिये आप जरूर कोई कानून लायेंगे—इस तरह एक कानून जल्दी आना चाहिये।

इस में आप ने जो उद्देश्य बतलाये हैं—आप चौथे उद्देश्य को देखिये— इस मे आप ने कहा है—

elements, like, dacoits, naxalites, etc. मुझे इस पर बहुत भारी आपत्ति है—आप ने डकैतों के साथ नक्सलाइट्स को ब्रैकेट कर दिया है— यह बहुत गलत बात है । इस तरह की सूझ सरकार कहां से लाई है जो हमारा और आप का नक्सलाइट्स के बारे मे मतभेद है, मैं यह मानता हूं कि नक्सलाइट्स की नीति हिन्दुस्तान के लिये गलत है, हम उस का विरोध करते हैं और राजनीतिक रूप से उस का पर्दाफाश करते है। मैं अभी जब जेल मे था तो वहां उन से मेरी बाते हुई। मेरा यह निवेदन है कि अगर हम उन को डकैत समझते हैं तो वे डकैत नही हैं, भले ही कोई इक्का-दुक्का डकैती करते हो। स्वतन्त्रता संग्राम के जमाने मे बहुत सारे लोगों ने डकैती की थी, मेरे ऊपर डकैती का मुकदमा चला था—तो क्या मैं देशभक्त नही था। आप उन को देशद्रोही मानते हैं—यह गलत बात है। मेरा कहना यह हैं कि उन की नीति के खिलाफ जरूर लड़िये, हमारी पार्टी भी लड रही है, उन से हमारा मुकाबला होता है, लेकिन उन को डकैतो की श्रेणी मे ला कर बैठा देना—यह कहां का न्याय है। आप इस से से नक्सलाइट्स शब्द को हटा दीजिये और "डकाएट्स एटसट्रा" कह कर छोड दीजिए।

हम जानते हैं कि आज हमारे सूबे मे क्या हो रहा है—रिएक्शनली फासिस्ट मूवमेन्ट के अलम्बरदार फासिस्ट आन्दोलन चला रहे हैं, बिहार मे डायनेमाइट से रेल का पुल उडाने की उन की योजना थी ....

MR. DEPUTY-SPEAKER: I think, that is enough as far as that is concerned.

श्री रामावतार शास्त्री : अगर आप इन फासिस्ट्स की बात कहते तो मैं समझ सकता था, लेकिन नक्सलाइट्स को लाकर आप ने ठीक नही किया है। मैं समझता हूं कि नक्सलाइट्स शब्द इस मे से निकाल देना चाहिये, इस की जरूरत नही है। जसे आप देशभक्त है, वैसे ही वे भी देशभक्त हं, उन का रास्ता जरूर गलत है और उस के लिये हम लडेगे।

MR. DEPUTY SPEAKER You have made your point Please conclude now

श्री रामावतार शास्त्री : आप इस को इतना सकुचित कर देना चाहते हैं कि मैं कुछ बोल ही नही सकता, सिवाय समर्थन करने के आप कुछ बोलने देना नही चाहते।

MR. DEPUTY SPEAKER I am not going by the time I am going by the scope of the Bill.

श्री रामावतार शास्त्री इस मे स्कोप बहुत है

MR DEPUTY SPEAKER The scope is, only Rs. 8 lakhs for Bihar

श्री रामावतार शास्त्री : अभी हाल म बाढ मे पूरा पटना शहर बर्बाद हो गया, तमाम नैशनल हाई-वेज टूट गई, सात जगह ब्रीचेज हुए, लेकिन इस तरह मे हम क्या बोलें—आप नही बोलने देना चाहते तो मैं बैठ जाता हूं।

MR. DEPUTY SPEAKER: From tomorrow, we take up the demands That will be the occasion to raise all those matters

श्री रामावतार शास्त्री : मैं सिर्फ इतना ही चाहता हू कि नैक्सलाइट्स शब्द इस मे से निकाल दिया जाय, इस का गलत इस्तेमाल किया गया है, इस का असर अच्छा नही होगा, नैक्सलाइट्स को हम किसी भी समय विदड्रावर कर सकते हैं।

SHRI DINESH JOARDER: Sir, with your permission, I want to move a small amendment.

MR. DEPUTY-SPEAKER: No, not now, it would be irregular. It has to be given one day in advance.

SHRI DINESH JOARDER: If you will kindly see the amendment....

MR. DEPUTY-SPEAKER: Please don't insist. We have to go by the rules; it is time-barred.

SHRI DINESH JOARDER: I shall place it on the Table, then.

MR. DEPUTY-SPEAKER: Yes, you may place it on the Table, if you like.

श्री मूल चन्द डागा (पाली) : उपाध्यक्ष महोदय, एक छोटा सा काम तो आप ने अच्छा किया कि जो भी धन मिला उस को सुरक्षित रख लिया, नहीं तो वह भी चला जाता। अब कितने लाख रु० मिलेंगे यह अलग बात है। लेकिन मेरी एक प्रार्थना है कि रोड रिसर्च और डेवेलेपमेंट स्कीम के अन्तर्गत इस धनराशि का कैसे बटवारा करेंगे ? यह जो डिपार्टमेंट है इस के बारे में ऐस्टीमेट्स कमेटी की 1974–75 की 75वीं रिपोर्ट है:

"The Committee further note that the Ministry of Shipping and Transport had proposed that at least one per cent of State Plan Outlay for Research and Development should be earmarked for roads and although a provision of Rs. 5 crores has been included for the Fifth Plan in the Central Sector, no provision was made for the year 1974-75"

तो 5 करोड़ रु० की धनराशि तो आप ने पहले केन्द्रीय बजट में रखी हुई है।

"The Committee recomend that suitable steps should be taken for stepping up road research so as to enable the use of locally available material in road building."

मैं एक बात जानना चाहता हूं कि आज तक इस रोड रिसर्च और डेवलपमेंट ने क्या काम किया ? यह इतनी जो धनराशि खर्च हुई है और उस के अलावा जो इतनी छोटी धनराशि और मांग रहे हैं, आज तक उस के क्या अचीवमेंट्स हुए हैं ! और उन्होंने यहां तक कहा है कि :

"The Committee further note that results of these experiments conducted by the Central Road Research Institute should be properly evaluated and in case these are found suitable and economical, maximum use of these alternative techniques of road construction should be made in the road construction programmes in the country".

यह कमेटी ने इस के बारे में निर्णय लिया। तो मैं जानना चाहता हूं कि रिसर्च डिपार्टमेंट ने क्या आज तक काम किया है ? और रिसर्च डिपार्टमेंट के काम करने के बाद आप ने क्या अचीवमेंट्स कर लिये हैं ? चार पंचवर्षीय योजनायें चली गई हैं और उन में आप ने 7,100 करोड़ रु० खर्च किया है सब ट्रांसपोर्ट के लिये। इतनी धनराशि खर्च होने के बाद भी रोड्स का डेवलपमेंट हम ने किस रूप में कर लिया ?

एक बात और है कि जो रास्ते जमे जमाये थे उन रास्तों को भी आप ने मिटा दिया। मैं समझता हूं जो रास्ते आलरेडी पक्के हैं आप ने उस जगह पर भी एक नया रास्ता कहीं लगा दिया। कहीं आप ने उस को इम्पोर्टेन्स न समझते हुए भी रोड लगा दी, जहां जरूरत है उस जगह नहीं लगायी। यह जो डेवलपमेंट विभाग है उस ने कौन सा मैटीरियल काम में लिया ? जो लोकली अवैलएबिल है और उस की धनराशि वहीं खर्च होती हो, क्या उस को काम में लिया ?

दूसरे आप ने सर्वे के बारे में लिखा है ट्रेनिंग अरेन्जमेंट फ़ोर यंग इंजीनियस। यह

इस फंड से क्यों दिया जायगा ? और इस के लिये कितनी धनराशि होगी । इंजीनियर्स को ट्रेनिंग देने के लिये कितना फंड का अलाटमेंट होगा, और इस में कैसी ट्रेनिंग दी जायगी ? रुड़की विश्वविद्यालय में इस के लिये ट्रेनिंग दी जाती है और वहां पर जो इंजीनियर्स तैयार होते हैं उस के अलावा इस काम के लिये और कितनी धनराशि होगी ? लेबोरेटरीज़ कौन सी बनाई जायेंगी ? तो यह मालूम नहीं हुआ कि रोड ट्रेनिंग अरेंजमेंट फ़ार यंग इंजीनियर्स, यह किस प्रकार की ट्रेनिंग होगी ?

जो आप ने अपने रिज़ोल्यूशन में लिखा है ट्रैफ़िक स्टडीज़ और इकोनामिक सर्विस, यह सारा काम इस थोड़ी सी धनराशि में कैसे होगा ? इतने सारे बड़े बड़े काम आप ने ले लिये हैं जिन को आप पूरा नहीं कर सकते हैं। तो इस रिज़ोल्यूशन में यह होना था कि कितनी धनराशि किस काम में ली जायेगी । न तो इतनी राशि में रिसर्च का काम हो सकता है, और न सर्वे का काम हो सकता है। अलग अलग डिपार्टमेंट्स आलरेडी काम कर रहे हैं और मैं जानना चाहता हूं कि आप का जो रेगूलर डिपार्टमेंट है वह क्या काम कर रहा है ? अगर वह भी इस काम को कर रहा है तो फिर यह रेज़ोलूशन इस के लिए क्यों लाए हैं? रेगूलर डिपार्टमेंट में जो धनराशि लगी हुई है, उस में भी रिसर्च का काम होगा और यह भी रिसर्च का काम करेगा, तो एक दूसरे से कोआर्डिनेशन कैसे करेंगे, यह मैं समझ नहीं पाया ।

एक बात मैं यह भी कहना चाहूंगा कि आप का जो ट्रान्सपोर्ट का डिपार्टमेंट है वह आज तक ट्रान्सपोर्ट की नेशनल पालीसी नहीं बना सका । हम हमेशा नेशनल पालीसी के लिए कहते रहे कि हिन्दुस्तान में यातायात की, परिवहन की नीति बननी चाहिए लेकिन उस पालीसी को बनाने में आप का डिपार्टमेंट नाकामयाब रहा है, फैल हुआ है । कमेटी ने इस के लिए यह लिखा है :

"The Committee are impressed with the approach which had been outlined in this behalf as early as 1966 by the Committee on Transport Policy and Coordination which was presided over by Member in charge of Transport and high-powered representatives of Railways, Roads and other means of transport. It is a pity that Government, while turning down the suggestion for having a Ministers' Committee for policy making on transport, did not provide a concrete alternative set-up. More distressing is the fact that comparative cost studies of carrying transport by different means, which were to be made by well-equipped agency, never materialised".

मैं यह कहता हूं कि आप के डिपार्टमेंट का दूसरे डिपार्टमेंट्स से क्या कोआर्डिनेशन किया है। आप ने दूसरे डिपार्टमेंट्स से क्या कोआर्डिनेशन किया है और वही ओबजेक्ट आप ने यहां रख दिया है । इसलिए मैं चाहता हूं कि नेशनल पालीसी बननी चाहिए । 1955 से यह बात चली आ रही है कि नेशनल पालीसी बननी चाहिए लेकिन आज 21 साल बीत गये और उस के बाद भी आप की पालीसी नहीं बनी । इतने साल बीत गये लेकिन आप के सामने कोई किलयर-कट रास्ता नहीं है, कोई मंजिल नहीं है । 1955 में आप ने सब से पहले कमेटी मुकर्रर की थी और उस के बाद और भी कमेटियां मुकर्रर हुई लेकिन उन की सिफारिशें आ जाने के बाद भी आप ने कोई नेशनल नीति इस सम्बन्ध में नहीं बनाई । इसलिए मैं यही चाहता हूं कि सब का कोआर्डिनेशन होना चाहिए, रेल, रोड और इनलैंड वाटर, इन सब का कोआर्डिनेशन हो कर एक डिपार्टमेंट होना चाहिए जो रिसर्च कर सके और सब यातायात के साधनों के बारे में पालीसी निर्धारित कर

[श्री मूलचन्द डागा]

सकें। इस वक्त आप का डिपार्टमेंट अलग है और एक फंड आप ने अलग से दे दिया है। इस का नतीजा यह होगा कि जो आप की धनराशि है उस का सही उपयोग नहीं हो सकेगा और सारा पैसा प्रशासन में ही खर्च हो जाएगा। इन शब्दों के साथ मैं अपना भाषण समाप्त करता हूं।

SHRI B. V. NAIK (Kanara): Hon. Deputy-Speaker, Sir, I rise to compliment the Minister for Transport for having brought forward this Resolution. Though we would, naturally, like the debate on this to be restricted, since many of us may not have the opportunity to speak, separately on the Demands, I think, it will not be erring too much on the wrong side if we take a bird's eye-view of our roads in this country. I must admit that the road policy, under the dynamic administration of the Minister, will come out of the rut, because, the more I have seen into the statistics, the more I am convinced that what we have today as a sort of road policy; in the year 1976—there are certain road blocks like Mr. Vayalar Ravi....

SHRI VAYALAR RAVI: He is hearing your speech.

SHRI B. V. NAIK: .... not only blocks but my feeling is that we are still having a sort of road policy in this country which is not made to suit the automotive or, whatever we may call, the automobile age and that road policy is fit enough for the bullock-cart age in our country. The reason why I say this—I will substantiate it.

In the course of the last few years the road mileage of all types of roads put together within a period of half a decade increased by about 13 lakhs km. It has increased from 1.05 million to 1.18 million km. . . .

MR. DEPUTY SPEAKER: Why not you better reserve it for the discussion on the Demands?

SHRI B. V. NAIK: I will not speak much on it. I will come to the resolution through a devious path. . . .

MR. DEPUTY SPEAKER: This is exactly what I do not want you to do. I want you to come directly to it.

SHRI B. V. NAIK: While there has been a 15 per cent rise in the road mileage in kilometreage, during the same period, the number of vehicles plying on the roads increased from 5.6 lakhs—it includes autorikshaws, motor cycles, cars, taxis and what not—to 14.7 lakhs. In the same period, the number of trucks doubled from 1.47 lakhs to 2.97 lakhs. Why I am saying this is that while the motor spirit has been taxed—a road fund has been levied. And at what rate has it been levied? Formerly, it was 15 paise per gallon. Now—he has given the calculations—It is 3.5 paise per litre . . .

MR. DEPUTY SPEAKER: You are wrong. Out of the tax levied on motor spirit, 3.5 paise is to be set aside for this purpose.

SHRI B. V. NAIK: Right, Sir. Formerly, it was 15 paise per gallon. A gallon is about 4.52 litres. What has been the rise? It is hardly 5 per cent in regard to the contribution to the fund. It is not going to make any substantial dent. To-day, in the morning we saw what is the bill for importation of crude from abroad. Rs. 1100 crores and this Rs. 1100 crores is no doubt translated into diesel as well as motor spirit . . .

MR. DEPUTY SPEAKER: Please come to the resolution.

SHRI B. V. NAIK: The resolution says that they want road research

and intelligence. I am trying to give him figures relating to research and intelligence, traffic studies, economic survey, training arrangement for engineers and what not. Sky is the limit for the object of this resolution. Why I am trying to go into this point is that we are putting hardware on the roads and it is just a drop in the ocean if a meaningful road policy has got to come. Why I am saying is that the State Governments are woefully inadequate in their approach. This should be of interest to you.

15.30 hrs.

[SHRI BHAGWAT JHA AZAD *in the Chair*.]

I am giving you the figures in respect of hilly, remote, backward, inaccessible, forest-infested areas roads which have been surfaced—

National Highways—Out of 24,000 kilometres, 23,000 have been surfaced.

Military Engineering and rest of them—Out of P.W.D. road—out of 3.6 lakh kilometres, 2.33 lakh kilometres have been surfaced.

Department Forest/roads—We have 1,43,000 kilometres in forest areas.

What is the percentage that has been surfaced where trucks get broken down cars get stuck up, even bullock carts get stuck up—1.03 lakh kilometres? Total area surfaced is 2.000 miles, *i.e.* .02 per cent.

In forest areas Kerala and other areas it is impossible to get into the forest. Until and unless it is not possible to get into the forest the poachers, hunters after wild life, the illicit smugglers of precious commodities flourish. They become places for the anti-social elements of society. It has been my urge to see to it and if you want to have a meaningful amount of fund and not a fund which is less than 1 nP per hundred rupees of even value of imported crude into the country is .001 per cent. That is not also the dimension of your annual plan. Then why do you keep it?

I would say abandon this fund. Otherwise, if you want to be even handed, since the principal road in this country is being used by 1,50,000 diesel trucks, let us levy a fund for diesel that is being supplied. Diesel is being sold at a concessional rate for the purpose of transportation. Until and unless we do that regional imbalances in this country will be there, whether it is backward areas, or tribal areas. I do not think the local Governments, the State Governments who are naturally subjected to political lobby and between region to region, any other authority except the Central Government can rectify it. That is why, we want—this fund to become strong. There is of course considerable amount of play in the general budget which provides for Rs. 240 crores. But the major chunk of that goes for the purpose of development of border roads—Rs. 75 crores. Major portion of Rs. 75 crores goes for the development of National Highways and the rest of it goes for the contributions to the State Governments and once it goes into the coffers of the State Governments, the indigenous colonialistic system, a more advance part of the State not accountable to the poor M.Ps. coming from the respective States cannot put any other weight and the local pressure and pulls work. We get lop sided topsy turvy development, where out of 1 lakh kilometres forest roads, hardly 2,000 kilometres of road is surfaced. Forest road is not a forest road. In the circumstances, I would urge that the increase in the contribution is hardly 10 per cent. If it is possible, this fund instead of being frittered away in half a dozen

[Shri B. V. Naik]

demands, can be used for the simple purpose *i.e.* for the welfare of the road construction workers who along with the building construction workers are one of the most expioited section of the labour in this country.

Our labour leaders because of financial constraints and other things will not touch them with a pair of tongs. Under these circumstances I would urge upon him first to increase the cess. You may levy it on diesel and then use it as a convenient lever for the development of these unfortunate areas. Some years back, I remember it was in the year 1971, there was a listing up of certain industrially backward areas. The opinions of the State Governments were sought. To my dismay I found that there were certain districts which were recommended which were invariably the districts from which the Cabinet Ministers of those State Governments came. They were all advanced States with industrial base also but just because capital subvention towards the share capital of new enterprises was coming, advanced districts became most industrially backward districts and those which were backward came to be regarded as advanced districts. Under these circumstances, I am very sceptical about the objective evaluation of backwardness. If there are forests, if the areas are remote, if there are no infrastructure facilities, if there are no railways, if there are no air connections, if roads are not properly developed, etc. these can be considered as proper basis for deciding backwardness. These are the criteria. I hope the hon. Minister will not abandon his efforts and that he will keep this as a nucleus fund and proceed further irrespective of what Planning Commission may be thinking about it, and that he will make it into a neat little kitty for the purpose of removing regional imbalances in the matter of development of roads.

SHRI DINESH JOARDAR: We would like to move amendments even during the discussion, just before the final reply of the hon. Minister.

MR. CHAIRMAN: The Chair has disallowed. Even that of the hon. Minister also is not allowed.

SHRI DINESH JOARDER: We want it.

MR. CHAIRMAN: No discussion please The ruling has already been given by the Chair.

SHRI DINESH JOARDER: The Speaker may be consulted. I seek your permission.

MR. CHAIRMAN: The hon. Deputy Speaker has disallowed it. I cannot revise it. I cannot reopen it. The hon. Deputy Speaker has already given a ruling on this.

Now, Shri D. N. Tiwary.

श्री डी० एन० तिवारी: (गोपालगंज) : सभापति महोदय, हम लोग सुना करते हैं-- आप ने भी सुना होगा--कि ऊंची दुकान, फीका पकवान। यह लोकोक्ति यहां चरितार्थ हो रही है। यह रेज़ोल्यूशन दो टाइप्ड पन्नों का है। जैसा डा० ढ़िल्लों का रुतबा है, वैसा ही बड़ा यह प्रस्ताव है। लेकिन अगर उस की तह में जायें, तो बड़ी निराशा होती है।

अगर मंत्री महोदय ने शुरू में ही यह बता दिया होता कि इस फ़ंड से इतना रुपया आ सकता है और उस का बटवारा अमुक अमुक मद में किया जायेगा, तो क्रिटिसिज्म भी कम होता, समय भी बचता और सदस्य दूसरी बातों की तरफ़ ध्यान आकर्षित न करते। लेकिन हम लोगों को कोई ब्यौरा नहीं दिया गया है कि ढ़ाई आने पर लिटर के स्थान पर 3.5 पैसे टैक्स लगाने से कितना पैसा मिलेगा। ऐसा मालूम होता है कि ढ़ाई आने के स्थान पर 3.5 पैसे टैक्स लगाने से आमदनी कम हो जायेगी। , अगर मंत्री महोदय

जे इस का तखमीना किया होता, तो यह प्रश्न न उठता।

बीच में मंत्री महोदय ने उठ कर कहा कि इस बिल का बहुत लिमिटिड परपज है, इस से बहुत कम आमदनी होगी और सब बातों में जाना उचित नहीं होगा। मैं मानता हूं कि इस बिल का दायरा बहुत सीमित है और इसलिए हम लोगों को सब विषयों में नहीं जाना चाहिए। लेकिन तखमीने के अभाव में हम लोग उलझन में पड़ जाते हैं। इस में सदस्यों का कोई दोष नहीं है। इस में मंत्री महोदय के सेक्रेटेरियट का दोष हो सकता है।

प्रस्ताव मे बताया गया है कि किन किन हालतों में केन्द्रीय सरकार स्टेट गवर्नमेंट्स का पैसा रोक कर सैंट्रल फंड मे ले सकती है। उस मे कहा गया है :

"Failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory".

एक शर्त तो यह है। और भी शर्तें हैं। लेकिन अगर यह शर्त और बढ़ा दी जाती, तो अच्छा होता

"Failed to maintain or to construct national highways in accordance with the fixed criterion".

यदि यह बढ़ा देते तो ज्यादा अच्छा होता। मोटर वेहिकिल्स में जो आप ने निर्देश दिया है उस का तो लोग पालन करेंगे लेकिन आप के पास सड़क बनवाने की कोई अपनी संस्था नहीं है, आप स्टेट गवर्नमेंट्स को देते हैं, किस क्वालिटी की सड़क वह बनवाते हैं, कहां लो क्वालिटी का मैटीरियल देते हैं यह आप को मालूम नहीं है। कोई आप का ऐसा आर्गेनाइजेशन भी नहीं है जो समय समय पर जा कर देखे कि आप ने जितना पैसा दिया है उस का ठीक उपयोग होता है या नहीं होता है या वह फंड दूसरी तरफ डाइवर्ट कर दिया जाता है, जो क्वालिटी आप ने फिक्स की है उस से लो स्टैंडर्ड का मैटीरियल तो नहीं लगाया जाता है। गत साल भी मैं ने बजट पर बोलते हुए इन बातों की ओर आपका ध्यान आकर्षित किया था। बीच बीच मे क्वेश्चन आवर में भी कई बार मैं ने यह बात कही थी लेकिन कोई संतोषजनक उत्तर नही आया। उप मंत्री जी कहते हैं कि हमारे एजेंट हैं स्टेट गवर्नमेंट्स और वह कैसे करते हैं, कहां करते हैं यह हम लोगों को मालूम नहीं है। आप सैकडों करोड रुपया वितरण करते हैं नेशनल हाईवे बनाने के लिए और आप के पास यह भी जानकारी न रहे कि आप की सड़क कैसी बन रही है, बन रही है कि नहीं बन रही है तो आप तो बहुत बैड फाइनेंशियर होंगे। इसलिए आप एक शर्त यह भी लगा देते तो अच्छा होता।

दूसरी बात मैं कहना चाहता हूं। आप ने हाथ बहुत फैला दिया। क्या क्या कीजिएगा इस फंड से? फंड तो बहुत कम है। आप ने लिखा है :

"(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances . . ."

अब एक बड़ी बात है कि फंड तो 50 लाख या एक दो करोड़ आएगा, इस से रीजनल इम्बैलेंस कैसे दूर करेंगे?

[श्री डी० एन० तिवारी]

"... such as hepling in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits ..."

अब होम मिनिस्टर का काम भी अपने ऊपर आप ने ले लिया। आप इस को होम मिनिस्ट्री में भेज देते वह इस का प्रबन्ध करते।

डा० श्री० एस० ढिल्लो : यह हम ने मान लिया है, इस को डिलीट कर देंगे। यह अमेंडमेंट बहुत लेट आया था, इस में वह नही आ सका, राज्य सभा में इस को डिलीट कर देंगे।

श्री डी० एन० तीवारी : जो प्रस्ताव की रूपरेखा है उसी पर हम लोग बोल रहे हैं। मंत्री महोदय के दिमाग मे क्या है, कहा क्या करेंगे, कहां डिलीट करेगे वह हम को मालूम नही। खैर, यह आश्वासन आ गया। यह आप हटा देंगे

"helping in combating anti-social elements like dacoits...."

लेकिन फिर है :

"combating anti-social elements like dacoits, Naxalites, etc. promotion of tourism etc. road/bridge works required for National projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities."

तो आप सिविल एविएशन का काम भी ले रहे हैं, पब्लिक अंडरटेकिंग्स का भी काम ले रहे हैं। सब तो आप ले ही रहे हैं, कुछ छोड़ नही रहे हैं, तो आप बोर्डर सेक्योरिटी का भी काम ले लीजिए। उस को क्यों छोड़ देते हैं दूसरे के हाथों मे। मैं कहता हूं कि तेते पांव पसारिये जेती लम्बी चादर होय। जितना पैसा है उतना ही काम करने की कोशिश कीजिए।

सभापति महोदय : आदर्श ऊंचा रखना चाहिए। हो सकेगा तो हो सकेगा, नहीं तो नही।

श्री डी० एन० तिवारी : लोगों को आशा तो बंध जायेगी लेकिन उस आशा की पूर्ति न होने से लोगों को निराशा होगी, आपके प्रति लोगों के मन मे क्रोध और खिन्नता की भावना आयेगी। इसलिए मैं कहना चाहता हूं उतना ही इसमे आप रखिए जितने का प्रबन्ध आप अच्छी तरह से कर सकते हैं। आपको कम पैसा मिला है तो बैकवर्ड एरियाज मे आप वह पैसा दे दीजिए लेकिन टूरिज्म, होम मिनिस्ट्री का काम—इन बातो को आप छोडिये। आप जनरल बजट मे और पैसा माग लीजिएगा और उससे सारे काम कीजिए लेकिन इसमे उसको मत रखिए।

दूसरी बात यह है कि आप स्टेट गवर्नमेन्ट्स को जो पैसा एलाट करेंगे वह कब रिएलोकेट कीजिएगा, कैसे क्या होगा यह बात इस रेजोल्यूशन मे मेरी समझ मे नही आती है। मैं कहना चाहूंगा आप इस बात का खुलासा करें कि जिन स्टेट्स को आप पैसे दगें, एलाट करेंगे वह कब तक सेन्ट्रल फंड मे आ जाएगा और कब उनको दे दिया जाएगा।

तीसरी बात यह है कि आपने एलोकेशन की विधि बताई है कि जहां पर बहुत ज्यादा कंसेन्ट्रेशन होगा; जहां पर ज्यादा गाड़ियां होंगी वहां पर देंगे। इस तरह से तो दिल्ली, कलकत्ता; बम्बई और मद्रास को छोड़कर और कही भी पैसा नही मिल पाएगा। मैं समझता हूं यदि आप पापुलेशन बेसिस पर देते तो ज्यादा अच्छा होता।

सभी प्रांतों के बड़े बड़े लोग पैसा ले आकर दिल्ली, कलकत्ता, बम्बई मद्रास, कानपुर में आकर बसते हैं, वहां पर मोटरें खरीदते हैं। इस तरह से सभी प्रान्तों की आमदनी पर मोटरों का चलना डिपेन्ड करता है लेकिन आपने इसमें कर दिया है कि उसी रेशियो से पैसा दिया जाएगा जिस रेशियो मे जहां पर मोटर स्पिरिट का कंजम्पशन होता है। फिर इन्टर स्टेट्स रूट्स हैं, कलकत्ता से दिल्ली आए तो कितने प्रान्त रास्ते मे पड़ते हैं, ऐसी हालत मे आप कैसे बटवारा करेंगे। इसलिए एलोकेशन का तरीका ठीक होना चाहिए। जो बैकवर्ड स्टेट्स हैं उनको अधिक धनराशि मिलनी चाहिए। इन बातो पर आप विचार करें।

इन शब्दो के माथ मै इसका समर्थन करता हू।

श्री शिवनाथ सिंह (झुनझुनू): सभापति जी, सड़क विकास बोर्ड हमारे देश मे आधी शताब्दी से काम कर रहा है। मेरे ख्याल में अभी तक इसकी एग्जिस्टेंस का लोगों को पता नही है। खुद बोर्ड क्या कर रहा है यह उसको भी पता नही है। जितना बड़ा रेजोल्यूशन रखा गया है और जितना समय एलाट किया गया है उसको देखते हुए कम से कम मुझे यह अहसास था कि बहुत बड़ा फंड है, इसमे बहुत रुपया मिलेगा और बहुत कुछ हो सकेगा। लेकिन अभी जैसा मंत्री जी ने बताया उसके बाद तो इस बात को सोचने कि आवश्यकता है कि इस प्रकार के फंड को रखें या न रखें। इस प्रकार के फंड जिसमें कुछ लाख रुपए ही आएंगे उसको किस तरह से खर्च करेंगे— उसका एक पूरा चिट्ठा रखा हुआ है।

मैं आप से निवेदन करना चाहूंगा कि इस फण्ड का पूरा रुपया, अगर आप हिसाब लगायें तो बाबू रखने में या जो आफिसर्ज आप के यहां डिस्कशन के लिये या प्लान देने के लिये दिल्ली आयेंगे—उन के टी०ए० और डी०ए० में ही खर्च हो जायगा, बल्कि मुझे तो यह भी डर है कि कम ही न पड़ जाय। इसलिये मैं तो यह समझता हूं कि इस को बन्द ही कर देना चाहिये। इतनी थोड़ी सी रकम, उसमें से 20 परसेन्ट सन्टर के पास रहेगा, 80 परसेन्ट स्टेट्स के पास रहेगा— इस का कोई फायदा नही है। यदि आप इसको यूटिलाइज ही करना चाहते हैं तो एक-दो आइटम्ज में ही यूटिलाइज कीजिये। आप ने क्लाज 6 में यह दिया है कि यह किस-किस परपज के लिये खर्च होगा—जैसे—रोड रिसर्च एण्ड इन्टैलीजेन्स स्कीम्ज, ट्रैफिक स्टडीज एण्ड इकानामिक सर्वेज, ट्रेनिंग अरेन्जमेन्ट्स फार यंग इन्जीनियर्स—तथा (डी) में तो आप ने इतना भर दिया है कि कोई ऐसी समस्या नही रह गई है कि जिस मे इस को खर्च नही किया जा सके, सब समस्याओं को इस में इन्क्लूड कर लिया है। मेरा कहना है कि इस प्रकार से मल्टी-परपज कामो के लिये इस को रखने से हल नही निकल सकता। इस को पढने के बाद तो ऐसा महसूस होता है कि हमारे देश मे सडको का इतना ज्यादा विकास हो चुका है कि अब किसी नई सड़क की आवश्यकता ही नही है, अब तो सिर्फ रिसर्च और इन्टैलिजेन्स की जरूरत है। जब कि हालत दूसरी तरह की है, इन्टैलिजेन्स और रिसर्च की इतनी जरूरत नही है, जितनी सडको की जरूरत है। आप का फण्ड बहुत थोडा है, इस से काम नही चलेगा, तो आप इस का इस्तेमाल सिर्फ एक ही चीज के लिये कर दीजिये—आप ट्रेनिंग देने मे इस का इस्तेमाल कीजिये। आप स्टेट गवर्नमेन्ट को कह दें कि वे अपने ट्रेनिंग इंस्टीच्यूट न

[श्री शिवनाथ सिंह]

बनायें, अगर आप इस में से चार-चार लाख स्टेट गवर्नमेन्ट को दे भी देंगे तो उस से कोई फायदा नहीं है—आप रोड रिसर्च का सारा काम और यंग इन्जीनियर्स को ट्रेनिंग देने का काम अपने अण्डर में ले लीजिये। सर्वे का काम भी अपने हाथ में रख सकते हैं और तमाम रुपया इन कामों में यूटिलाइज कीजिये।

माननीय मंत्री जी ने अभी अपना प्रस्ताव पेश करते समय पुराने प्रस्ताव और नए प्रस्ताव में कम्पैरिजन करने का प्रयत्न किया और उन्होंने बतलाया कि इसमें उन्होंने कई कई बातें जोड़ी हैं। मैं निवेदन करना चाहूंगा कि सिद्धान्त रूप से पुराने प्रस्ताव में कुछ अच्छी बातें थी जो नए प्रस्ताव में अब नही रखी गई हैं। खास तौर से मैं जिस क्षेत्र से आता हूं एग्रीकल्चर से मेरा विशेष स्नेह है। पुराने प्रस्ताव के क्लाज 8 में लिखा हुआ था —

"... need for improving the efficiency and reducing the cost of transport by road of agricultural produce to markets and railways".

इस को आपने उसमें गाइड लाइन के रूप में रखा था कि एग्रीकल्चर प्रोक्यूरिंग सेन्टर से रेलवे स्टेशन के लिए ट्रांस्पोर्ट की कास्ट कम करने के लिए अगर खर्च करने की जरूरत पड़े तो खर्च किया जा सकता था। इसके अन्तर्गत सड़क को बनाया जा सकता था, लेकिन अब आप ने इस को हटा लिया है और ऐसी कोई गाइड लाइन अब इसमें नही है। स्टेट गवर्नमेंट जैसे मर्जी आए खर्च कर सकते हैं। लेकिन इसमे एक नई बात जरूर है – माननीय मंत्री जी और उन के मंत्रालय ने क्लाज 7 मे जो व्यवस्था की है, उसका मैं स्वागत करता हूं और उनको धन्यवाद देता हूं। इसमें कहा गया है —

"No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport".

यह अधिकार आपने अपने हाथ में रखा है — इसके लिए मैं बधाई देना चाहता हूं।

सभापति जी, सिद्धान्त रूप से मैं दो तीन बातें और कहना चाहता हूं आपने इसमे डिस्ट्रीब्यूशन का जो सिस्टम रखा है—स्टेट में जितनी कन्जम्पशन मोटर स्प्रिट की होगी, उसके प्रपोर्शन से आप इसको बांटेगे। यह सिद्धान्त बहुत पुराना है और उस समय का है जब 45 साल पहले यह फण्ड बना था उस समय रोड ट्रेफिक लम्बा नहीं था, गाड़ियां एक ही स्टेट में एक जिले से दूसरे जिले में जाती थीं और मोटर स्प्रिट वहीं पर्चेज करती थीं। लेकिन आज स्थिति भिन्न है—आज तो कलकत्ता से गाड़ी सीधे बम्बई जाती है। कहां से वह तेल लेता है और कहां कन्जम्पशन होता है, इसका कोई अन्दाज नहीं लगा सकता। जितनी मोटर स्प्रिट कन्ज्यूम होती है उसका बर्डन कन्ज्यूमर पर पड़ता है। जैसे मैंने कलकत्ते से राजस्थान के लिए सामान मंगाया, तो जितना तेल लगा उसका किराए पर असर पड़ेगा और वह भार सामान की कीमत में जोड़ दिया जाएगा, यानी जितना कन्जम्पशन हुआ है उस का भार राजस्थान वाले पर पड़ेगा और उसका मुनाफा बंगाल वाले को मिलेगा। आज ट्रक्स दिल्ली में पेट्रोल खरीदते हैं और हरियाणा होते हुए राजस्थान चले

जाते हैं, जो इरिगेशन को एक पैसा नहीं मिलने वाला है। इसलिए मेरी राय में यह सिद्धान्त गलत है, इस को आप को बदलना चाहिए। जो भी पैसा आपको मिले उसको बैकवर्ड एरियाज पर खर्च कीजिए, और स्टेटवाइज जो आप 2 परसेंट या 5 परसेंट के रिशियों से देना चाहते हैं यह ठीक नहीं है। इसलिए डिस्ट्रिब्यूशन के सिद्धान्त को चेन्ज किजिए। जो बैकवर्ड एरियाज हैं, उनमे जो बैकवर्ड पौकेट्स हैं उन पर खर्च कीजिए। आपने अपने रिजोल्यूशन में कहा है कि नक्सेलाइट्स की मीनेस को मीट करने के लिए इस फंड का उपयोग करेंगे। मैं इसको नही मानता। मेरी राय मे यह उनको अन्डयू इम्पोर्टेन्स देनी है। इसलिए स्टेट का क्राइटेरिया नही होना चाहिए। बल्कि बकवर्ड एरियाज पर इस फंड को खर्च होना चाहिए। आप रिसर्च वर्क या इटेलीजेंस वर्क पर और इजीनियर्स को ट्रेनिंग देने मे इस फड को खर्च कीजिए और स्टेट्स को न दीजिए। सारा रुपया आप अपने पास रखें और केन्द्रीय मत्री ही इसका पूरा उपयोग करे।

इन शब्दों के साथ मैं इसका समर्थन करता हू।

SHRI VAYALAR RAVI (Chirayin-:il): Mr. Chairman, Sir, this is a very imple Resolution moved by the Ion'ble Minister. The Minister has of ourse made some basic changes in he structure of the whole thing which, I believe, will make him more fficient in spending the money which coming under the purview of the entral Road Development Fund. In is connection, I would like to point ut certain aspects of the road deve-pment itself. The road transport lays an important role for the deve-pment of the rural economy of our ountry. Sir, you come from a large tate where there are more number of villages and small and little towns, I would not say that your State is more backward than some of the States. One of the biggest handicaps for the backwardness is absence of road development in these areas. It is because proper road development has not taken place in some parts of this country, industrialisation is suffering. Today we are facing so many problems in the urban cities. A large number of people go to urban cities because of availability of employment potential there. To prevent the influx of population in the urban cities, we have to develop those areas by constructing proper roads and opening of new industries there. Unfortunately, priority given to this sector in the Fifth Plan is not as much as it was expected It may not be the fault of the Ministry itself. But, I think, it has been done taking into consideration the entire picture of the country's resources But I hope that Government would give more attention to road development with a view to developing the rural areas. In this connection, I would like to mention that the development of Highways is one of the major aspects in the country and road development is not taking place because of paucity of funds. Of course, in Kerala we could spend more money and everything has been done in consultation with the Central Transport Ministry and I should say that my State is grateful to them for the help given for the development of road. The money allotted for this purpose has been spent properly. But, for the Central Reserve Fund, the Centre has kept a meagre fund. The Resolution which is circulated reads like this.

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th

[Shri Vayalar Ravi]

April, 1950, this House hereby resolves that.—"

16.00 hrs.

Now, you are taking up this after 1950. In 1950, they said they would tax motor spirit on the basis of 2 annas per gallon. But it was really a tax not on spirit but on the vehicles. At that time, there were not many diesel vehicles in the country and that is why they did not include diesel at that time. But now the condition is entirely different. In 1974, out of a total of 2.1 million vehicles on the road, the number of diesel vehicles would have been at least 0.5 million. You are completely leaving away these .5 million diesel vehicles which use the roads as much as the other vehicles. You take the total consumption of motor spirit alone into consideration. I think today diesel is consumed more than petrol. You are discriminating against certain vehicles. Whereas your car and my car are being taxed, the diesel vehicles are not covered. So, I want to argue forcefully with the hon. minister to include diesel also so that you may get more revenue.

If you read para 6 of the resolution, nothing is left. It covers everything. If the minister had struck to a few items like development of backward regions and tribal areas etc., it would have been much better. But we find that it covers everything including atomic power stations, industrial undertakings, and so on. It is a meagre fund and you are giving an excuse for rejecting any suggestion that may be made by the State Governments. Para 6(d) gives wide scope to the Central Government. The hon. minister may be very good and kind, but some officer may advise him the wrong way. It gives wide scope to include anything and reject anything. I would have preferred the minister sticking to certain specific areas to be identified and implemented; with the proceeds of this fund.

Para 7 says:

"No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the Union Minister of Shipping and Transport."

It is very good. I do not know how the State Governments will react to this.

Now, I would like to quote para 8:

"If in the opinion of the Central Government, the Government/Administration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory;

the Central Government may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory.'

First you will get prior sanction and then you say that you will take away the whole money. You know the redtape in the country. It can tie both you and me. This is more the operational side of the Resolution, I request the hon. Minister to make certain rules to see that there is no lapse of the amount allocated to the States.

In para 6(d) a mention was made of Naxalites. Of course, they are anti-social and anti-national. My

constituency has suffered a lot because of them. But I think that undue importance should not be given to them. So, I request the Minister to delete this word from this para.

Lastly, I would like to make an appeal to the hon. Minister to give more importance to tribal and backward areas. The industrial areas will be developed because they will generate more revenues to the Government. Even the State Government will divert their funds from backward areas to industrial areas. I, therefore, like that this word should be deleted. I would like you to stick to tribal and backward areas.

An alarming situation has arisen because of road accidents. The death rate from accidents is very much on the increase among pedestrians. National Highways are meant for safety travel. Road sense should be cultivated among the pedestrians. In this behalf, our Panchayats can do much better. I would like the Minister to see how the people could be educated in this regard. Even signboards can be put up on the roads. Voluntary measures can be taken by the Panchayats to keep roads safe. This is one of the suggestions I would like to make to avoid accidents and make the roads safe

With these words, I request the Minister to think over my proposals—to include all the workers in the purview of the Central Road, avoid the words that were mentioned by me and more money should be spent for tribal and backward areas.

SHRI CHAPALENDU BHATTACHARYYIA (Giridih): Mr. Chairman, Sir, I welcome the Resolution, particularly because I come from a region where the plans which were approved during the 2nd five-year plan, have remained uncompleted, even in this mid-5th Plan period. The State of roads, buildings, infrastructure, the confrontation between Adivasis and non-Adivasis, Naxalites' activities and the highway crimes—all these haunt the lives of the people of the Anchals, of Pirtand, of Gomia, of Bermo-Chandrapura, of Nawadih as also of Tundi in the districts of Giridih and Dhanbad. I come from a region which, in the matter of roads and road transport, is on the verge of coronary thrombosis, because the roads are too narrow, the traffic is too heavy and the accident-rate is so high; all these things show where we are going. Normally, we do not go in for the advanced concepts of MacLuhanism of U.S.A. where they say: "Roads and movement are every thing; and the rest will follow." In India, we have spanned a wide spectrum from bullock-carts to jet planes and from gobar gas plants to atomic reactors; and we have to tailor the movement of goods, commodities and passengers to the requirements of the situation as they vary from place to place And this Resolution shows that the Government is aware of the problem. The Resolution lays stress on the following·

"(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;. "

and most welcome of all,

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc, road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities."

[Shri Chapalendu Bhattacharyyia]

There is a lot of leeway to be made up. We welcome the Resolution. But I would request the Minister, through you Sir, to see that we do not accept the criteria laid down by the Planning Commission or backwardness, be cause in their criteria, they have declared even 3-crop district as agriculturally-backward. So, thus an "A lice-in-the Wonderland" sort of reality has been projected. We want that Government should take a new, hard look on its own, at the difficulties of the situation. We want a 30-feet wide surfaced road which can support 30-ton trucks—coal-loaded ones—to the Ganges front, connecting either Monghyr or Bhagalpur from Jharia and Bokaro. Thereafter, coal should be taken up-country upto Allahabad in barges, or flowed down *via* Farraka to the ports, for export. There has to be a much higher degree of road, rail and water-ways coordination than what has been available thereto. We want roads from the coal-fields and the water-fronts, with proper barging facilities, so that the ports of Calcutta, Haldia and Paradeep can support an export-effort of 5 million tonnes of coal annually. It cannot handle any now, to the great detriment of our Indian economy.

The difficulty is that the whole stretch of road in Jharia, for instance, is covered with pot-holes. You can negotiate a stretch of five miles only in the course of an hour. It cannot support heavy cranes. If there is any accident in any colliery and the cranes are urgently needed, the culverts as are there will not support a 20-tonner crane, which is a must in safety and rescue operations. These are the places where the State Government has failed, the industry has failed, the welfare organisations have failed, the Mines Board have not done much because of slender resources. These are vital gaps, which must be made good, must be filled up, by the Government of India. For that, a little tax on diesel would be quite appropriate. Where the State Governments failed, where the local agencies failed, let the Centre prevail and make up this gap. Otherwise, this gap will remain for the next 15 years, or even more. See the time-lag. A plan sanctioned in the Second Plan remains uncompleted even in the Fifth Plan. Can we afford this sort of gap?

Since we are even now, by and large, in the bullock cart age, I suggest particular research for the redesigning of the bullock cart, which can haul 30-maund load with the least wear and tear on the road surface. You have a road test track at Alipore, but it has not done much about it except suggesting that carts should be fitted with one particular type of tyres.

Coming to the improvement of roads, if you take the Topchanchi checkpost on Grand Trunk Road, for instance, 1,500 trucks ply in 24 hours. With narrow road surface, this is literally a menace. The man behind the wheel may be a very humble man, but once he is behind the wheel, he thinks himself to be the road-king. The up-turned vehicles and mangled bodies between Burhee and Dhanbad tell a sorry tele. There has been a lot of improvement recently, but there have been culverts left unattended for years or for months. How many accidents are necessary before these culverts would be made good and the people will be assured of a safe journey, whether in public buses or in private motor cars?

Clause (3) (b) says:

> "when it is delayed without reasonable cause, the application of any portion of the road funds allotted or re-allotted, as the case may be, for expenditure...."

The words used here are "delayed without any reasonable cause". If you leave it to the road engineers, they will trot out one alibi or another why delay had taken place all the

time, in order that the contractors may have a long run. So, in such cases, these delays must be time-bound. Whenever there is a fund, you make sure that a certain time-table is laid down and strictly adhered to.

Coming to costs, there have been researches. I come from one area where one mile of road under *morum* stabilisation costs Rs. 30,000 per mile that too with a fairly heavy wear and tear for 10 to 15 years. But the CPWD rates average about Rs. 3 lakhs per mile. The Defence rates vary from Rs. 2 to Rs. 28 lakhs per mile, but they are border roads and large bridges have to be built. The Panchayat Parishads charge about Rs 80,000 per mile. So, I would urge upon the hon. Minister to kindly ensure that such large variations in costs, which in most cases are the product of malpractices, do not occur. The Indian economy cannot support this high escalation in costs in road engineering and in the construction of roads. There is much room for improvement in this respect.

Our economy is reeling under the weight of 10 million tonens of pit-head stocks of coal which cannot be moved because the ports are not fitted with the necessary handling machinery and because the roads leading to the ports are not adequate. I would therefore urge upon the hon. Minister to provide the necesasry infra-structure facilities. For a tonne of coal which in India is priced Rs 50 to Rs. 60, we will be earning at least Rs. 300 to Rs. 400 abroad, and that money will more than repay the cost of restructuring the coalmines. You can have a share of it if you like as a part of an inter-ministerial arrangement, but give it the priority it deserves. In the last few years the money allotted for the development of ports and infra-structure facilities in that region has been very poor. So, when we see the roads in Delhi getting two inches thicker every year and when we find the roads in Jharia and Dhanbad in shambles and riddled with pot-holes an the roadsides strewn with mangled bodies and cars—and that area is supposed to support the economy of India in this energy crisis—we feel that an immediate turn is called for.

I support the purpose behind this resolution.

DR. G. S. DHILLON: Sir, I have heard with great interest the points raised by the hon. Members.

I quite agree that there is not a large amount in this fund. It was the bulk of the resolution, I think, which led the Minister of Parliamentary Affairs to fix four hours for it in the Business Advisory Committee.

I saw the previous debates on this kind of resolution and I found that at those times when this came up, there was no debate at all. So, I was under the impression that I need not worry much about it. But today's debate I think has proved really very useful Many points have been raised which directly touch this resolution, and many others which are indicators and give me guidance as to the type of debate that will be forthcoming when my Demands come up for discussion.

This demand which had been dormant through all these years, when I was the Speaker, had been was suddenly revived. This year, I think it was raised a number of times in this House and the views very vigorously have been expressed about it. I think I am very lucky that after all the dormant demands issues have suddenly come to light. So, that part of those speeches which directly touch this resolution, I will certainly like to touch them in my speech. But it does not mean that I should not say something about other matters which are quite relevant. With your permission, I will be telling them for the information of the Members. I am sorry to say that out of the Members on this side and those Members who

[Dr. G. S. Dhillon]

spoke from the Opposition side, only Mr. Shastri is here. I am very lucky that at least one Member is sitting here. Mr. Joarder said that I must say that the main demand is coming later on.

Actually, this is the Central Road Fund. About 90 per cent of the Members have added the word "development" in between the Central Road Development Fund. I thought I should correct it at the end. This is just a central road fund In 1929-30, part of the excise duty was deposited in this fund so that in cases where some funds were urgently needed by the States, they could rely upon this central fund. Originally, the part of the Central Government was only 10 per cent. Then it was increased to 15 per cent and later on, it was increased to 20 per cent I briefly told the House that there was no need to bring about any change in the Resolution, but situation so developed that some controversy was raised that this road fund should be merged with the general budget. Why should it be there as a separate road fund? Our view was that this was the only fund on which the States could rely in their own discretion without much argument with the Planning Commission or the Ministry here If they sent a very reasonable project, we did not have any objection to release this money. When Tiwariji said, "This was a small fund and a Minister like myself should not have come forward with such a big resolution", I do feel that a big mountain has developed around this mole; anyway, it is there. This has proved very useful. But in course of years, many States did not draw their funds with the results that their funds have been accumulating; sometimes, it was accumulated beyond Rs. 1 crore. Suppose we accept this proposal that it should go to the general budget, there is no need or it should be merged with other items of expenditure, then in my own opinion the States would have been very much disappointed. This is the reason why we have brought this resolution before the House again and giving it a new objective was found necessary.

As some of my friends have said, "We have no guidelines." Actually, these are the guidelines. This is the change of objectives. We have retained many paragraphs as they were accepted except for as I have already told about the categories of States say, A, B and C. We have converted them into Union Territories and the States or we have turned annas into paise or gallons into litres. But, at the same time, we have converted the guidelines in certain specified directions.

I quite agree with one thing that was raised by Shri Shivnath Singh and Shri D. N. Tiwary, that this should not have been so much widened. The objectives are so many and diverse and these objectives which have developed around this small fund are very disproportionate But I may assure them that we had no alternative but to cover it by these objectives so that this fund could be made available to the States. It is not necessary for the States that they should sub-divide their part of the money into as many heads as there are objectives. They can take the whole money even under one head.

One thing which I find missing is this. About the backward areas whether it is agriculture or marketing, some indication is not given. I will consider over it. If that can be covered through these objectives, it is all right. Otherwise, we will give some indication in the objectives later on when it goes to the Rajya Sabha.

Some objections were raised about the words "dacoits and naxalites". I quite agree. Later on, when it goes to the Rajya Sabha, we will delete these words. We will put the words "anti-social and criminal elements" in place of that, without its being directed against any particular ele-

ment. It is only in a general sense; it is only meant for protection and nothing else.

Then, a question was raised about the usefulness of this in the rural areas. Unless the States have a particular project, we cannot add from our own side. The Fifth Plan provides Rs. 500 crores to connect all the villages which are above 1500 population. In the case of hilly areas, we count the clusters of villages.

The hon. Member, Shri Dinesh Joarder raised another question that so far there has been no doubling of roads. As I see from my note, in the Fifth Plan, we have Rs. 1,770 crores to be made available. When the demand comes, that will be the occasion when you can make a reference to that. If we go into much of the details now, it will be of no use.

About the doubling of national highways, I would like to just mention here that there is entirely a separate fund for the maintenance of roads and construction of highways. The construction of highways, due to the financial constraints, has been stopped or kept in abeyance for some time. Let us hope that they will allow us to go ahead with that work. We have enough money for the maintenance of roads. As regards the doubling of highways, as it is, out of 28,070 Km., nearly 14,000 Km. have a double line. That is the position about the doubling of highways.

I am trying to connect many of the points raised during the debate even out of the way. About diesel, at present, we have not touched diesel. But now that you have given so many suggestions, I think, whether we wish it or not, these views will go to the persons concerned who are digging every pit to get some gold. They will, certainly, entertain some of the ideas involving this source also. Already, the diesel prices are quite high.

SHRI VAYALAR RAVI: You are increasing it by 1.5 paise; that is all right. But you are excluding some 50 per cent of the workers.

DR. G. S. DHILLON: If you want to exclude certain persons and bring in some other type of workers, it is no use. You can say that this is a type of thing which touches the workers; that would be all right. But, on the one hand you want to exclude some people and, on the other hand, you want to bring in others!

Now in regard to training and all that, I myself have been thinking throughout the debate as to what will be the use to us if we try to save this money which will go into other Funds They are being merged in the General Revenues; so, what will be the use to us? Anyway, let us give it a trial.

Now, Mr. Naik suggested an amendment that the words 'Welfare measures for Labour engaged in road construction activities' should be added This amendment is not acceptable because the word 'backwardness' is all-embracing When construction starts, we do expect that the contracter does include that item in the estimates that he submits for aceeptance We do expect that the estimate will contain that. So, for construction itself, there can be no separate Head. We expect from any agency that they do include this welfare clause. That is the main reason why we do not accept the amendment—the word 'backward' being all-embracing.

Many other points were raised and I reserve them for my reply on the general debate.

About this extra duty, I had already mentioned in my speech that this extra duty is not abolished; it is given back to us and we do not lose this extra duty. It goes to the 'Excise' Head and we get it back from them.

[Dr. G. S. Dhillon]

There seems to be some mis-understanding about it.

Regarding the question as to how we calculate consumption, we have so far been getting the estimates from companies. Mr. Ravi was counting the trucks but, normally, the trucks get their oil or petrol from the companies and the Ministry of Petroleum and Chemicals is expected to know how much the consumption was likely to be. If it is less than that, we have every reason to doubt, but so far there has been no difficulty about it. If you know any other source from where it comes, we will take notice of it and we would welcome such information.

A point was raised about hilly areas and so on and about research on bullock-cart wheels—rubber wheels. That is a good suggestion the Hon. Member has given and I think it is a proper Head under which some sort of research can be carried on.

SHRI VAYALAR RAVI: When research is done, it should be remembered that the climatic conditions vary from State to State. There is heavy rain in Bengal and Assam and water spoils the wheels soon. So, research on rubber wheels should be done. So, I would like to know whether, when some fund will be made available for research, bullock-cart wheels will also be included, in relation to the climatic conditions.

DR. G. S. DHILLON: I, certainly, will try to accommodate as many things, in this little Fund, as possible. But we shall have to find out the items on which to spend—and there are a number of them. This is not just a small Fund for research, for training of our engineers. I have been, myself, double-minded, but I have tried to avoid any conflict with the Advisers of the Planning Commission or the Ministry of Finance, so that in this controversy, I may not lose the hope. What we have lost is straightway asking for funds—we have this missing link, we have that bridge, we have this bypass, we want to build. And what we have gained, in my opinion, is in no way less.

As I have been telling my friends, we are seriously considering providing wayside facilities, resting places for our operators, drivers, conductors, and cleaners, and we have been trying to find out the sources from which we can get the money and how we could start this, so that it may get some impetus....

AN HON. MEMBER: Punjab has done well.

DR. G. S. DHILLON: As compared to other States, we are, perhaps, doing very well, but in our own estimate, we have much more to do.

For the present, to make an ideal study for the wayside amenities, resting place for conductors and drivers and other facilities, in my own way, I have chosen the Delhi-Agra road, so that the tourists, who come, can see that this is the manner in which we want to develop our roads. I am thinking of showing this as a model to others States—a model to be followed by them. I do not know how far I will succeed with limited funds, but certainly I am going to take it up.

DR. HENRY AUSTIN (Ernakulam): I welcome the Minister's suggestion that facilities for operators and pedestrians should be provided. In this connection, I would like to get certain information from the hon. Minister with respect to the difficulties being experienced by the pedestrians in States with a high density of population like Kerala; it is very difficult to get the right of way; the highways and other roads are full of motor-vehicles, bullock carts and bicycles. How can you expect the pedestrians in a State like Kerala where the den-

sity of population is as high as 1800 per sq. km. to use the highways? The highways are full of bullock-carts and bicycles. In Kerala, especially, lorries loaded with huge timber and other heavy materials are plying endangering pedestrian traffic. I suggest that some provision should be made to have some footpath, so that the pedestrians can use that with a certain amount of security to life.

DR. G. S. DHILLON: I very much expect that we manage to get one thing removed: due to constraints, construction of new highways is held up, it is kept in abeyance. We had, last time, before the Plan, 43,000 kms. —estimate submitted by the States. It was reduced to 10,000 and later on, to 6,000 and later on, this 6000 was split up into three categories—Category A, Category B and Category C. That means even less than that and the funds also proportionately came down. Later on, this financial constraint came and it was not only to our Department but it is common to all the Departments. Anyway, I hope with the situation this time, we have got a little more allocation for the next Plan Year. Though we are not fully satisfied, we are to some extent satisfied that this is a little more than the previous year's.

As for your problem in Kerala, I quite appreciate. I have been going there off and on Let us apply our minds as to how to tackle this problem. Mr. Vayalar Ravi, a dynamic youth leader is there. He should find out something and let us join our heads together to get out of the difficulty. I reserve my final answer on it and after consulting the Department and taking into account the resources, I will tell you when the Demands are discussed.

This small humble demand, a very innocent demand, I never thought, will attract so much attention. But I am quite happy that it did. The total picture is Rs. 608 lakhs. Out of this we cannot build rest houses and so many things we want.

श्री नाथूराम अहिरवार (टीकमगढ़) आगरा और दिल्ली नेशनल हाईवे को मंत्री महोदय ने कहा है कि हम लेना चाहते हैं ताकि टूरिस्ट जो आते हैं वे प्रभावित हों और इसको एक आदर्श सड़क बनाना चाहते हैं। इससे लोगों को लगेगा कि हमारे यहां हाईवे कितने अच्छे हैं। झांसी से ग्वालियर और आगे खुजराहो जाने वाली जो रोड़ है उसके बीच मे मध्य प्रदेश और उत्तर प्रदेश की सीमा पर धसान नदी पड़ती है। वहां पर नीचे काजवे बना हुआ है। जब नदी चढ़ जाती है तो एक एक महीने तक वहां ट्रेफिक रुक जाता है और जितने टूरिस्ट जाते हैं उनको वापिस लौट आना पड़ता है। क्या उसकी तरफ आप ध्यान नही देंगे। और उस काजवे को ऊंचा करने की तरफ ध्यान देंगे?

डा० जी० एस० ढिल्लो : अभी तक आगरा चलेंगे। उसके बाद बाकी देखेंगे। अभी तक तो मुझे यह पता नही है कि आगरा जाने के लिए भी हमारे पास पैसा काफी होगा लेकिन हम निकालेंगे। जब आगरा पहुंच जाएंगे उसके बाद फिर और तरफ घूमेंगे। इस सड़क के बारे मे मैं बता रहा हूं कि यह एक आदर्श सडक हो जिस पर आसाइश और सुविधाएं हों ड्राईवर्ज और कंडक्टर्ज के लिए और एक माडल के तौर पर इस सडक को हम सारे हिन्दुस्तान को दिखा सकें, सभी लोगों को दिखा सकें और वे भी अपने यहां इस तरह से काम करें। आपका पुल किसी और ढंग से निकल आएगा। क्यों इसे आप इसके साथ जोड़ते हैं।

[डा० जी० एस० ढिल्लों]

आपका बहुत धन्यवाद । कुछ प्वाइंटस मैंने रख लिए हैं क्योंकि उनका इससे ताल्लुक नहीं है। जब दूसरी बहस होगी तब मैं उनके बारे में बताऊंगा।

सभापति महोदय: नायक साहब आप क्या करेंगे अपने संशोधन का ?

SHRI B. V. NAIK: The hon. Minister has stated that he will cover them under Backward Classes. If it is covered, they may not bear fruition immediately. I am not an experienced person There are thousands of construction workers. We have created Iron Ore Mines Workers' Welfare Fund, Bidi Workers' Welfare Fund, etc. These are the people who by their sweat and toil build up our economy. If not now, when the time comes, I hope the Minister will keep these most unorganized people in mind. I am not pressing

Amendment No. 2 was, by leave, withdrawn.

सभापति महोदय: प्रश्न है कि माननीय मंत्री श्री गुरुदयालसिंह ढिल्लों द्वारा पेश किया गया निम्नलिखित प्रस्ताव स्वीकार किया जाए —

"In supersession of the Resolution on Road Development adopted by the Constituent Assembly of India (Legislative) on the 19th November, 1947, and as subsequently amended by that Assembly on the 8th December, 1949 and by the Parliament of India on the 14th April, 1950, this House hereby resolves that—

1. There shall continue to be set apart an amount not less than 3.5 paise per litre out of the duty of customs and of excise levied on motor spirit and the proceeds thereof shall be applied for the purposes of road development.

2. (1) The proceeds of such an amount so set apart in any financial year, reduced by duty attributable to taxed motor spirit used in aviation during the same period, shall be credited as a block grant to a separate Road Fund to be maintained in the Public Account of India.

(2) For the purpose of this Resolution taxed motor spirit shall mean motor spirit upon which the duty of customs or excise shall have been paid and in respect of which no rebate of such duty shall have been given.

3. (1) The Road Fund shall be allocated as follows:—

(a) a portion equal to twenty per cent shall be retained by the Central Government as a Central Reserve, this percentage being applicable with effect from the allocation due for the financial year 1948-49.

(b) out of the remainder there shall be allocated by the Central Government a portion for expenditure in each State and Union Territory specified in the First Schedule to the Constitution as near as may be in the ratio which the consumption of taxed motor spirit other than motor spirit used in aviation ,in each area for which an allocation is to be made shall bear to the total consumption in the territory of India of taxed motor spirit, other than motor spirit used in aviation during the financial year concerned.

(2) The portions allocated for expenditure in the various States and Union Territories shall be retained by the Central Government until they are actually required for expenditure in the manner hereinafter specified .

(3) If in the opinion of the Central Government, the Government/Admi-

nistration of any State/Union Territory has at any time—

(a) failed to take such steps as the Central Government may recommend for the regulation and control of motor vehicles within the State or Union Territory; or

(b) delayed without reasonable cause the application of any portion of the Road Fund allocated or re-allocated, as the case may be, for expenditure within the State or Union Territory

the Central Governmetn may resume the whole or part of any sums which it may at that time hold for expenditure in that State or Union Territory

(4) All sums resumed by the Central Government from the account of any State Government/Union Territory Administration as aforesaid shall be re-allocated between the credit accounts of State Government/Union Territory Administration and the reserve with the Central Government in the ratio of the main allocation for the financial year preceding the year in which the reallocation is made

Provided that the sum so calculated as the share of the State/Union Territory from whose account the resumption has been made shall be credited to the reserve with the Central Government.

(5) Special additions to the Road Fund for financing particular projects may be accepted from source other than mentioned in para 2(1) which shall be kept in a special Reserve and utilised for such projects.

4. The balance to the credit of the Road Fund or of any allocation thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Fund save as hereinafter provided

6. The Central Reserve with the Central Government shall be applied first to defraying the cost of the administering the Road-Fund and thereafter the balance of Central Reserve and Central Road Fund (Allocation) shall be utilised for financing such of the schemes connected with roads as the Central Government may approve and the sums allocated for expenditure in the States/Union Territories from these sources may, subject to the previous approval of the Government of India to each proposal made, be expended upon any of the following objects, namely:—

(a) Road Research and Intelligence Schemes;

(b) Traffic Studies and Economic Surveys;

(c) Training arrangements for young Engineers;

(d) Schemes of all-India importance such as those leading to the removal of regional imbalances such as helping in the development of tribal areas, backward regions, promoting inter-State communication facilities, helping in combating anti-social elements like dacoits, Naxalites, etc., promotion of tourism etc. road/bridge works required for National Projects like Atomic Power Stations, Industrial Undertakings etc. likely to be lost sight of by the road authorities concerned in the midst of other activities.

Provided that the amounts in the Special Reserve shall be applied only to the purposes for which they are earmarked.

7. No expenditure shall be approved by the Government of India to be incurred from the Central Road Fund without the prior approval of the

[सभापति महोदय]

Union Minister of Shipping and Transport."

The motion was adopted.

16.48 hrs.

MESSAGES FROM RAJYA SABHA—*contd.*

SECRETARY-GENERAL: Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha:—

(i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 24th March, 1976, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Tamil Nadu Appropriation (No. 2) Bill, 1976, which was passed by the Lok Sabha at its sitting held on the 24th March, 1976, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

सभापति महोदय : सदन की बैठक बुधवार दिनांक 31 मार्च के 11.00 बजे दिन के लिए स्थगित की जाती है।

16.50 hrs.

Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 31, 1976/Chaitra 11, 1898 (Saka).

GMGIPND—122 L.S.—15-5-76—978